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## American Railroad Journal.

New York, Saturday, March 16, 1867.

### The "Miller Improvements" for Passenger Cars.

We have heretofore, on two or three occasions, called the attention of railroad companies to these improvements, as being of far more than ordinary importance and value; they are now used on some of our leading roads, and wherever seen, they are appreciated; their effect—causing steadiness and safety—is self-evident, and all who have ridden in cars equipped with them testify to their great value; these "improvements" consist of a new kind of platform, coupler and buffer; read the following notice of them from the *Express* of this city of the 6th instant:

### THE PASSENGER EQUIPMENT OF THE ERIE RAILWAY.

This great and deservedly popular thoroughfare, regarded by all who have traveled over it to be one of the best managed and most carefully operated roads in the country, is now so complete in all its appointments, that we doubt whether ingenuity can devise, or experience suggest anything which will contribute to the better operation of the line, or secure to the traveler additional comforts to those now provided.

The Coaches of which its Day Express Trains are composed, are indeed a great desideratum. The artistic designs and decorations, the finely carved and mounted woodwork, the luxurious up-

holstering, the perfect construction of the seats with curved backs, and other desirable improvements, all combine to illustrate the enterprising and liberal spirit of the present efficient officers of the company.

The Sleeping Coaches of the Erie Railway are in themselves a wonder and marvel of beauty; being eleven feet wide by sixty-seven feet in length, and nine feet in height; perfectly ventilated and uniformly heated by registers, with state rooms, dressing rooms, and every convenience of a first class hotel. The furniture and fixtures in these Coaches are of the most approved patterns, and equal, if not excel, anything of the kind heretofore or at present in use on any other line of railway. They have been fitted up without regard to expense, and cannot fail to excite the admiration of the traveler, while contributing to the pleasure and comforts of the trip.

The Coaches of the Erie Railway are supported on six-wheeled trucks constructed of the most perfect springs. To add to their strength and durability, the company has adopted Miller's Improved Platform, with his patent Self-Coupler and Compression Buffer, which prevents all jerking at stopping or starting trains, and by being on a direct line with the sills of the Coaches and closely connected, affords a perfectly safe and smooth passage way from one car to another.

In addition to these advantages obtained by the use of the Improved Platform, a great degree of steadiness is attained while the train is in motion; and in cases of collision or running off the track, that frightful class of accidents known as telescoping, or the shutting up of one coach into another, is entirely obviated.

The economical and successful workings of this invention have been fully tested; and we venture the prediction that its introduction by the Erie Railway company, will be shortly followed by its adoption on all the leading lines of railway in the country.

### La Crosse and Milwaukee Railroad.

The sale of the railroad formerly known as the Eastern Division of the La Crosse and Milwaukee R. R., which was sold by public auction at Milwaukee on the 2d inst., and bid off by the Milwaukee and St. Paul Railroad Company for the sum of \$100,920 24, was made subject to the following liens and incumbrances, amounting to \$2,893,105 22 and interest, to wit: A mortgage to Francis A. Palmer for \$950,000, with interest thereon at 8 per cent. per annum since May 1, 1866; two mortgages to the city of Milwaukee for \$314,000, with interest thereon from the first day of September, 1866; a mortgage to Greene

C. Bronson and James T. Soutter for \$1,000,000, with interest thereon at 8 per cent. per annum, from March 1, 1866, and a judgment rendered in favor of Selah Chamberlain, in the District Court of the United States for the District of Wisconsin, on the second day of October, 1877, for \$629,105 22, and a certain lease given to said Chamberlain as security for the amount of said judgment.

### Illinois Central Railroad.

The receipts from operations of this road for the years ending December 31, 1865 and 1866, have been as follows:

	1865.	1866.
Freight.....	\$4,040,587 03	\$3,945,865 20
Passengers.....	2,722,262 82	1,987,705 62
Extra baggage.....	4,198 13	8,805 94
Mails.....	74,392 52	74,392 48
Express.....	134,857 81	150,471 25
Rent of road.....	57,747 70	.....
Rent of property....	14,491 39	79,768 59
Rent of cars.....	2,511 36	.....
Storage and dockage.	12,376 88	11,437 34
	\$7,063,425 14	\$6,253,446 42
Earnings over other lines.....	117,783 23	293,295 05
	\$7,181,208 37	\$6,546,741 47

### Less, operating expenses:

Salaries.....	\$117,885 79	\$100,067 40
General expenses....	156,256 75	166,482 68
Legal expenses.....	17,662 00	9,233 54
Claims and damages.	105,435 89	72,799 30
Station expenses....	578,030 44	513,936 22
Train service.....	340,859 65	343,780 31
Wood and preparing.	45,091 00	28,428 75
Coal and preparing..	300,230 23	247,729 19
Oil and waste.....	103,148 91	62,940 22
Other supplies.....	51,639 78	46,844 38
Repairs of engines....	591,672 70	514,653 08
Repairs of cars.....	518,245 59	356,955 49
Repairs of tools, etc.	58,083 65	52,034 02
Cleaning engines and cars.....	54,230 83	43,466 77
Equipment expenses.	39,519 77	41,609 59
Repairs of road.....	1,216,952 86	1,195,218 77
Repairs of bridges..	79,240 36	61,744 39
Repairs of fencing..	84,401 56	43,003 98
Operating St. Charles Air Line.....	8,009 91	3,559 74
Exchange.....	508 77	.....
Insurance.....	31,497 63	34,133 07
Loss and damage by fire.....	10,387 61	47 55
Profit and loss.....	1,302 85	.....
Totals.....	\$4,509,794 43	\$3,944,218 34

Leaving net earnings. \$2,671,413 94 \$2,602,523 13  
Deduct charter tax.. 496,489 84 427,075 75

\$2,174,924 10 \$2,175,447 38

Add amt applicable to interest fund as per land office report..... 432,905 18 423,349 16  
Add amt applicable to free land fund.. 288,910 22 242,500 41  
N. Y. office—profits from sundry sources 57,862 45 .....

Net amount as shown in General Balance Sheet..... \$2,954,601 95 \$2,841,296 95

Compared with the year 1865, the gross income from traffic in 1866 shows a decrease of \$634,466 90; with a decrease in operating expenses of \$565,576 09—making the decrease of net earnings \$68,890 81. Deducting the charter tax, the gain is \$523.28. The balance to credit of Interest Fund account, being amount applicable to interest and dividends is \$113,805 less than the previous year.

The report says:

Finding early in the year, a diminution in income, it became necessary to economize outlays and curtail expenses. Prices for materials and labor remained unchanged. The most rigid economy consistent with the maintenance of the line in good condition has been resorted to, and only such new works as were necessary have been constructed.

During the past year we have laid 6,000 tons of new and re-rolled iron in the track. Your equipment has been increased by the addition of two new locomotives, 7 passenger coaches and 150 stock cars, built in your work shops at Chicago, at a cost, with some addition to machinery and tools, of \$225,473 53. The construction account has been increased \$196,588 65 for new station buildings, sidings, water tanks and other permanent improvements, including new wharf boat at Cairo, and the completion of Scales Mound Cut. The grade, at this place, has been reduced, through rock, from 85 feet to 40 feet to the mile costing \$56,374.22. Due regard has been had to the preservation of the company's property, and we think the line now in better condition than for several years. Looking for a reduction in prices we have bought sparingly of supplies, and deem it expedient to continue this policy during the present high tariff and unsettled condition of affairs. We have embarked in no new enterprises, and assumed no new obligations.

During the past year, in addition to the payment of interest on funded debt and State tax, amounting to \$1,306,995 05, we have paid two dividends of five per cent. each, in February and August, amounting, with Government tax, to \$2,459,678 96, and commenced the present year with a balance in hand of \$2,029,319 67, out of which the dividend of February 1, 1867, has since been paid, leaving a balance of about \$800,000. We think the payment of a five per cent. dividend, in August next, already assured.

The following general statement is condensed from the various reports, and exhibits the operations of the year:

Balance of net cash assets as shown in last Annual Report ..... \$1,708,525 25  
Gross earnings in 1866..... 6,546,741 47  
Net receipts of land department..... 1,858,049 57  
Decrease in working supplies..... 263,470 09  
Cash received in payment of past due calls on shares..... 4,220 00  
Amount of 6 per cent. sterling redemption bonds exchanged for 6 per cent. construction bonds..... 358,500 00  
\$10,734,506 38

#### Permanent expenditures—

Masonry, bridging, new station buildings, etc..... \$199,185 16  
New engines, cars, machinery and tools ..... 225,473 53  
\$424,608 69

#### Operation expenses—

Maintenance of road \$1,256,963 16  
Maintenance of mach'y 1,013,718 85  
Train expenses ..... 729,722 85  
Station expenses ..... 513,986 22  
General salaries ..... 100,667 40  
General expenses ..... 166,432 68  
Claims and damages, fencing, insurance, etc. .... 162,777 18  
3,944,218 34

State tax of 7 per cent. on gross earnings for the year ending Oct. 31, 1866..... 427,075 75  
Interest on funded debt..... 799,380 00  
Sterling exchange on coupons payable in London ..... 80,539 30  
Dividends on shares 10 per cent. and Government tax ..... 2,459,678 96  
Increase in miscellaneous assets .... 4,485 77  
Payment of optional right bonds... 4,000 00

#### Reduction in Construction Bonds as follows:

Exchanged for redemption bonds..... \$371,500 00  
Redeemed at 1.20 ..... 85,000 00  
Purchased at various rates..... 85,500 00  
\$542,000 00  
Premium paid ..... 19,199 90  
561,199 90

Balance, consisting of net cash assets in New York and Chicago, and exclusive of the working stock of supplies..... 2,029,319 67

The total amount of funded debt was, on the first of the year, \$12,144,000; showing a reduction of \$187,500 since our last report. From the collections of the land department \$993,500 construction bonds were canceled. The amount of canceled bonds on hand, at the close of the year, applicable to deeds, was \$3,084,334, of which \$1,890,000 are in advance of collections.

The operations of the land department were quite satisfactory, the sales being 158,015.19 acres, to 2,218 purchasers, for \$1,683,994 16, at an average of \$10.65 per acre. The collections were \$2,056,205 80; and the expenses, including salaries, collecting department, commissions on sales, advertising, legal expenses, &c., amounted to \$106,616 90. The total number of acres remaining unsold was 868,841.47; and the amount of notes held by the company for land sold, and which will be paid, \$8,356,256 32. By disposing of the company's lands the settlement of the country is accelerated and our traffic increased, the sales being made upon short time to actual settlers.

No arrangements have been made with any Fast Freight Expresses over this line. The only Express Companies doing business over this road are the American and Adams, for the carrying of money and packages.

#### GENERAL BALANCE SHEET.

Permanent expenditures..... \$30,954,452 66  
Interest & dividend account..... \$10,501,205 94  
Less avails of int. f'd. 2,841,296 95  
7,659,908 99  
Net cash assets, N. Y. \$1,620,156 31  
Chicago 409,163 36  
2,029,319 67  
Miscellaneous assets, New York... 33,123 09  
Premium paid on bonds delivered Land Department in anticipation 188,467 05  
Working stock of supplies..... 613,008 54  
Total..... \$41,478,280 00

Capital stock..... \$23,386,450 00  
Cancelled bond scrip..... 29,330 00

#### Funded debt:

Construction bonds due—  
April 1, 1875, 7 per ct. \$6,668,500  
" " 6 " 2,523,000  
Eight per cent. bonds, due March 1, 1865..... 3,000  
Optional right bonds, due Feb. 20, 1868..... 28,000  
Redemption bonds, due April 1, 1890..... 2,563,000  
Sterling redemption b'ds, due April 1, 1875..... 358,500  
12,144,000 00

#### Bonds delivered Land

Department ..... \$7,808,500 00  
Less in the hands of the Trustees..... 1,890,000 00  
5,918,500 00

Total..... \$41,478,280 00

#### CAPITAL ACCOUNT.

Balance as per last annual report.. \$23,374,400 00  
Conversion of canceled bond scrip..... \$7,830  
Sundry instalments on shares 4,220  
12,050 00

#### Total amount as shown in General

Balance Sheet..... \$23,386,450 00

#### NET CASH ASSETS.

Cash assets, New York office..... \$1,893,106 71  
Less sundry coupons and dividends. 272,950 40  
\$1,620,156 31  
Cash assets, Chicago... \$474,223 43  
Less liabilities..... 65,060 07  
409,163 36

#### Total amount as shown in General

Balance Sheet..... \$2,029,319 67

#### INTEREST ACCOUNT.

Construction bond coupons, April and October..... \$621,720 00  
Interest on optional right bonds.... 2,310 00  
" eight per cent. bonds... 360 00  
" redemption bonds..... 153,780 00  
" sterling redempt'n bonds 21,210 00  
Premium on Sterling Exchange to pay coupons in London..... 80,539 30  
Dividends, Feb., 1866. \$1,168,200 00  
" Aug., 1866.. 1,168,495 00  
U. S. tax on above.... 122,983 96  
2,459,678 96

Add amount at debit of this account in last annual report..... 7,141,607 68

#### Total amount at debit, as shown in

General Balance Sheet..... \$10,501,205 94

#### PERMANENT EXPENDITURES.

Construction..... \$196,538 65  
Equipment..... 225,473 53  
Engineering expenses in Illinois.... 1,999 92  
Dunleith Bridge (surveys) ..... 596 59  
Add balance at debit of this account in last annual report..... 30,529,843 97

#### Total amount as shown in General

Balance Sheet..... \$30,954,432 66

From the report of the Superintendent we learn that the motive power and rolling stock have been thoroughly repaired during the year, and are in good condition to meet the requirements of heavy traffic.

The number of locomotives belonging to the company, is 150, being an increase of 2 over the number of the previous year. At the close of last year, 2 passenger engines were in course of construction, in the company's shops; these have been completed, and are working satisfactorily. Five engines have been altered to coal burners, leaving but 4 wood burners on the road.



The number of miles run by engines with passenger trains during the year was 977,801; with freight trains, 2,116,422; with construction trains, 103,276; with switching trains, 406,363—total, 3,603,862, an increase over the previous year of 96,396 miles. Average number of cars hauled, 12.44; pounds of waste used, 52,308; gallons of oil, 30,839; cords of wood, 6,341; tons of coal and coke used, 101,807.44. Cost of repairs \$577,006 73. Cost of repairs per mile run, 16.01 cents. Cost of wages, 5.78 cents. Cost of cleaning, 1.16 cents. Cost of fuel, 8.42 cents. Cost of oil, waste and tallow, 1.39 cents. The entire cost per mile run by locomotives, including oil and waste, fuel, wages of engine-men and firemen, and repairing and cleaning engines, has been, 32.67 cents, against 37.44 cents in 1865, and 33.52 cents in 1864. The total cost being \$1,177,708 23, \$1,313,337 26, and \$1,125,298 68 respectively.

The company have 76 passenger cars, 34 baggage, mail and express, 7 sleeping, 1 paymaster's, 1 officer's, 3,487 freight, 4 derrick, 3 tool, and 2 tank cars, and 14 snow-plows. There have been added to the rolling stock during the year, 7 new passenger and 150 stock cars. The Rutan system of ventilation has been applied to 21 passenger cars. The cost of repairing passenger cars was 2.38 cents, and of freight cars, 0.73 cents per mile run; against 3.28 for passenger and 1.22 cents for freight cars in 1865.

The amount of expenditures in road department was for operation \$1,399,101 39, and for permanent, \$199,135 16. The items included in operation account are: repairs of road and bridges, amounting to \$1,777 88 for each mile of road, and 34.87 cents per mile run by locomotives, being a decrease of \$55.49 per mile of road, and 3.03 cents per mile run, as compared with 1865. There were used in repairs of road during the year 366,817 cross-ties, 488,389 lbs. spike, 31,445 common chairs, 47,892 fish-plates and bolts, and 4,135 Arthur chairs and bolts, 8,571 bars of new iron, 19,704 bars of re-rolled iron, 30,672 bars of repaired iron, and 12,852 bars of old iron re-placed in track. The average cost of repairing iron was 80.83 cents per bar—a decrease of 21.17 cents from the cost of 1865. The bridges, buildings, fences, etc., have received extensive repairs; 5 1/4 miles of track have been ballasted, and 2 1/2 miles of side track laid at different points on the line.

The number of passengers carried was 1,034,530—a decrease in 1866, of 179,524. Number carried one mile 56,812,936—a decrease of 31,801,503. Average number of miles traveled by each passenger, 54.92. Revenue per mile of road, \$2,811 46. Average fare of each passenger, 1.92.

Tons of freight transported, 1,153,175—an increase of 118,229. Tons carried one mile, 135,228,783—a decrease of 1,265,878. Average distance each ton was carried 117 miles. Revenue per ton per mile 3.19 cents. Average revenue per ton \$3.74. Tons of freight carried one mile north, 52,981,087; do., south, 82,847,696. Tons of local freight carried 989,501; do., carried one mile 120,241,803; do., carried one mile north, 49,081,762; do., south, 71,160,041. Tons of through freight, 163,674; do., carried one mile, 14,986,980; do., carried one mile north, 3,299,325; do., south, 11,687,655.

The following is a statement of transactions of the Land Department for the year 1866, and gen-

ral statement of accounts to December 31, 1866:

Land notes and contracts on hand as per report of 1865.....	\$8,785,035 25
Received in 1866.....	\$1,037,787 44
Canceled in 1866.....	362,050 02
	675,687 42

Payments in 1866.....	\$9,460,722 67
	1,104,466 35
	\$8,356,256 32

Treasurer I. C. R. R. Co., remitted as per report of December 31, 1865.....	\$3,618,668 44
Remitted in 1866.....	428,418 82
	4,047,087 26

Construction bonds canceled as per report of 1865.....	\$4,925,000 00
Canceled in 1866.....	993,500 00
Premium paid on do..	671,818 75
	6,590,318 75

Free land fund as per report of December 31, 1865.....	\$1,095,437 91
Remitted Treasurer in 1866.....	242,500 41
	1,337,938 32

Expense account as per report of 1865.....	\$701,314 15
Expense account in 1866.....	126,183 39
	\$827,997 54

Less payments forfeited on canceled sales, 1866.....	19,566 49
	808,431 05

Allowed from notes for pre-payment and other causes as per report of 1865.....	\$187,565 88
Allowed in 1866.....	4,630 66
	192,196 04

Paid traffic department amount collected on account purchased lots and lands.....	\$127,080 41
Collected in 1866.....	66,687 23
	193,767 64

Notes receivable on hand, and sundry accounts.....	\$44,931 20
New office building.....	76,915 09
	121,846 29

Acres. Land Sales, 1866. Cash. Notes, etc.	
133,419 Construction lands.....	\$426,397 \$879,931
20,792 Free lands.....	110,582 120,599
3,650 Interest lands.....	16,841 32,735
Donated town lots.....	13,986 1,222

157,861.....	567,606 1,034,487
154 Purchased lands..	2,415 .....
Purchased T. L....	17,612 3,250

158,015 Total.....	587,633 1,037,737
1,599,564 Tot. to Dec. 31, '65	2,844,781 15,846,632

1,757,579.....	3,432,364 16,384,369
28,634 Canceled in 1866.....	2,815 362,050

1,728,945 Total sales to date	3,429,549 16,022,319
Cash.....	3,429,549 .....
Interest account.....	2,113,487 .....
Receipts account traffic department..	40,782 .....
Suspense account.....	41,700 .....

	\$21,647,837
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#### CONSTRUCTION BONDS CANCELED.

Amount surrendered to the Trustees by the company as per report of 1865.....	\$4,925,000 00
Surrendered in 1866.....	993,500 00

Making in all.....	\$5,918,500 00
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Applied on the issue of deeds as per report of 1865.....	\$4,095,206 00
Applied during 1866.....	628,960 00
	4,724,166 00

Leaving canceled construction bonds in Trustees hands Jan. 1, 1867.....	\$1,194,334 00
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Brought forward.....	\$1,194,334 00
To which add amount of bonds surrendered in advance of receipts on construction lands sold.....	1,890,000 00

Making the aggregate in Trustees hands, Jan. 1, 1867.....	\$3,084,334 00
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#### Lehigh and Lackawanna Railroad.

The statement that the Lehigh and Lackawanna Railroad Company had sold their road to the Lehigh Coal and Navigation Company is contradicted in the *Easton Times*. The facts are, that the Lehigh company have taken enough of the bonds of the Lehigh and Lackawanna company to complete the road to Bath—most of the track being graded and cross-ties secured.

The Lehigh company will furnish the rolling stock and will operate the road from Bethlehem to Bath. The friends of the road feel confident that this connection between the two companies will secure such results as will soon warrant all interested in completing the road to its connection with the Delaware, Lackawanna and Western Railroad, at Stroudsburg.

There is no such productive section anywhere in this country, as will be opened up by the construction of the Lehigh and Lackawanna road to the Wind Gap.

The policy which the Lehigh Coal and Navigation Company are pursuing, in providing feeders for their main line, is an evidence of the good judgment which controls their operations, and the future will demonstrate that in monopolizing the business of a road passing through the principle slate fields of Northampton county, they have secured for themselves a source of never failing and constantly increasing profit.

#### Lexington and Richmond Railroad.

The Cincinnati Chamber of Commerce has voted to subscribe \$500,000 towards building a railroad from Lexington, Ky., by way of Richmond, to Mt. Vernon, a point on the Knoxville Extension of the Louisville and Frankfort Railroad. The proposed road will be about 55 miles in length, and will give Cincinnati a direct communication with the South. It is stated that no road can built in Kentucky at a smaller cost than the one proposed, running along a line which will, for the greater part, require but little grading. It will cross the Kentucky river at a point where, from the absence of cliffs, a drawbridge can be built at a very small cost.

#### Great Northern Texas Railroad.

A committee, of which Dr. C. G. Young is Chairman, have issued an address to the people of Texas upon the importance of the immediate construction of the Houston and Great Northern Railroad, connecting with Galveston and Houston on the one hand, and on the other with the Northern and Eastern cities, through the lines of road in progress of extension west of the Mississippi River from Vicksburg, Memphis, St. Louis and Kansas City. The company represented by this address was chartered by the last Legislature.

The directors of the Camden and Amboy and New Jersey Railroad and Transportation Company, recently consolidated, held their first meeting in Jersey City on the 11th inst. Ashbel Welch, Esq., was chosen President of the joint board; Hamilton Fish, Vice-President; and J. P. Bradley, Secretary.

## Philadelphia and Reading Railroad.

In the AMERICAN RAILROAD JOURNAL, of January 26th, we gave the President's Report in full. In the present instance we select several important tables referring to the years ending Nov. 30, 1865, and 1866 respectively, and append a general statement of the cost, earnings and dividends since the completion of the road in 1842-'43.

## ROADWAY.

Extent of road operated by the company in the years 1865 and 1866:

	Miles of Track.		M. of Sidings.		Total.	
	1865.	1866.	1865.	1866.	1865.	1866.
Phila. and Reading.....	198.80	198.80	90.23	107.95	289.03	306.75
Mt. Carbon & Port Carbon	5.18	5.18	8.97	9.26	14.15	14.44
Mount Carbon.....	7.83	7.83	2.07	2.07	9.90	9.90
Lebanon Valley.....	84.88	86.66	13.11	14.43	97.99	101.09
Chester Valley.....	21.50	21.50	1.80	2.01	23.30	23.51
Schuylkill Valley.....	30.82	30.82	2.49	3.08	33.31	33.90
Mill Creek.....	15.93	15.93	7.20	8.55	23.13	24.48
Union.....	3.47	3.47	0.61	0.66	4.08	4.13
Good Spring.....	10.23	10.23	2.03	2.45	12.26	12.68
Lorberry Creek.....	6.62	6.62	0.89	0.89	7.51	7.51
Little Schuylkill.....	32.83	32.83	16.65	17.12	49.48	49.95
East Mahanoy.....	11.84	11.84	2.67	3.81	14.51	15.65
Port Kennedy.....	0.78	0.78	.....	.....	0.78	0.78
West Reading.....	1.74	1.74	.....	.....	1.74	1.74
Mine Hill and Sch. Haven.	39.45	91.47	46.88	50.67	136.33	142.14
Total miles.....	521.90	525.70	195.60	222.95	717.50	748.65
		521.90		195.60		717.50
Increase 1866 over 1865.....		3.80		27.35		31.15

## LOCOMOTIVES AND CARS.

Locomotive engines and cars on the road at the close of the fiscal years:

	1865.	1866.
Locomotives—1st class engines.....	186	197
" 2d ".....	23	29
" 3d ".....	5	5
" 4th ".....	3	8
Total.....	221	234
On Mine Hill Railroad (not included above).....	33	33
Aggregate on all roads operated.....	254	267

	No. of cars.	Equiv. 4 wheel.
	1865.	1866.
Coal Cars—8 wheel, iron cars.....	3	6
" " wooden cars.....	3,179	6,358
" 4 wheel iron cars.....	2,958	2,958
" " wooden cars.....	2,177	2,132
Total.....	3,317	11,499

	No. of cars.	Equiv. 4 wheel.
	1865.	1866.
Freight cars—16 wheel platform gun cars ..	1	4
" 8 wheel, house cars.....	295	590
" " cattle cars.....	18	36
" " platform.....	557	1,114
" " lime.....	15	30
" 4 wheel house.....	202	168
" " cattle.....	2	2
" " platform.....	102	69
" " sand and ore.....	10	10
" " lime.....	80	110
Total freight cars.....	1,267	2,323

	No. of cars.	Equiv. 4 wheel.
	1865.	1866.
Passenger Cars—8 wheel.....	63	126
Baggage ".....	17	34
Mail and express cars—8 wheel.....	7	14
Total passenger trains.....	87	174

	No. of cars.	Equiv. 4 wheel.
	1865.	1866.
In addition to the above there are used in the management of the road:		
In the Transportation Department:		
8 wheel house cars, wreck trains.....	3	6
" platform cars, with cranes.....	6	12
" crate cars, for sawed wood.....	8	16
4 wheel house cars, wreck trains.....	5	5
" open cars, for cord wood.....	73	73
" " depot, fuel, etc.....	3	3
" pass. and baggage cars for stock trains, &c.....	5	5
Total in transportation department..	103	120
In use on Mine Hill Railroad.....	79	80
And in the Roadway Department.....	313	378
8 wheel passenger cars.....	1	2
Aggregate of all cars.....	10,466	14,391

## GENERAL ACCOUNT.

	1865.	1866.
Preferred stock.....	\$1,551,800 00	\$1,551,800 00
Common stock.....	15,902,394 32	18,688,873 47
" for dividend.....	2,618,129 15	.....
Stock issued in payment of optional dividend of Dec., 1865.....	.....	1,890,693 80
Bonds converted into stock Dec., 1864.....	129,000 00	.....
15 per cent. stock div. upon do. paid Dec., '64	19,350 00	.....
Bonds converted into stock in 1865.....	20,000 00	15,500 00
" " " " 1866.....	.....	231,500 00
Stock issued in exchange for East Penn Railroad stock.....	.....	364,500 00
Aggregate stock.....	\$20,240,673 47	\$22,742,867 27
Loans—5 p. c. sterling bonds, 1836-'67.....	408,000 00	408,000 00
" 5 p. c. " " 1836-'80.....	182,400 00	182,400 00
" 6 p. c. dollar " 1849-'70.....	2,695,600 00	2,661,600 00
" 6 p. c. " " 1861-'71.....	106,000 00	106,000 00
" 6 p. c. " " 1843-'80.....	549,000 00	549,000 00
" 6 p. c. sterling " 1843-'80.....	976,800 00	976,800 00
" 6 p. c. dollar " 1844-'80.....	804,000 00	804,000 00
" 6 p. c. " " 1848-'80.....	101,000 00	101,000 00
" 6 p. c. " " 1849-'80.....	67,000 00	67,000 00
" 6 p. c. "(conv.)" 1857-'86.....	415,500 00	228,500 00
" 7 p. c. "(L.V.)" 1856-'86.....	60,000 00	.....
Aggregate loans.....	\$6,365,300 00	\$6,084,300 00
Sinking fund stock, created in lieu of bonds purchased and cancelled.....	161,000 00	195,000 00
Bonds and mortgages on real estate.....	535,362 67	635,262 67
Balance of reserve fund.....	3,305,739 01	2,920,118 01
Total debtor side.....	\$30,608,075 15	\$32,577,547 95
Railroad.....	\$14,449,398 39	\$14,564,479 05
Depots.....	477,699 22	685,045 31
Locomotives and cars.....	3,765,774 45	3,765,774 45
Real estate.....	1,493,005 90	1,729,007 43
P., R. and P. telegraph stock.....	20,730 00	20,730 00
Lebanon Valley Branch.....	4,548,878 57	4,548,878 57
Willow street Railroad.....	100,000 00	100,000 00
Pottsville Water Company stock.....	24,305 65	24,304 65
Pottstown Gas Company stock.....	3,000 00	3,000 00
Sch. and Susq. and Allentown R. R. stock..	531,312 83	553,575 83
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50,000 00
Propeller and barges.....	5,440 00	.....
Greenwood Coal Co. purchase of railroad ..	.....	18,750 00
Cost of property.....	\$25,469,544 01	\$26,063,545 29
Stocks and bonds.....	1,822,638 61	1,800,375 61
Real estate.....	236,001 53	357,148 99
New engine houses, Reading, &c.....	.....	347,918 25
New wharves at Richmond.....	183,465 40	194,454 92
Lebanon Valley second track.....	.....	35,552 24
Union Canal Co.'s R. R. &c.....	.....	200,000 00
Sidings, &c.....	157,711 35	151,744 97
East Pennsylvania R. R. stock.....	.....	364,500 00
Mahanoy and Broad Mountain R. R. stock.	.....	414,200 00
Assets—cash items.....	\$27,869,360 90	\$29,929,440 27
" stock and bonds held by company.....	2,046,698 67	1,296,030 57
Materials on hand, &c.....	851,928 57	1,500,679 27
Debits due (current).....	927,321 23	992,827 92
" (partly secured).....	259,109 95	141,477 76
" ".....	261,067 50	321,164 12
Total assets.....	\$4,346,125 92	\$4,252,179 64
Liabilities—debts due by company.....	\$598,611 95	\$799,621 24
" coupons to Jan. 1.....	147,873 00	151,838 00
" interest on bonds.....	10,762 26	12,111 25
" sinking funds.....	833,910 54	501,070 54
" credit balance renewal fund....	16,253 92	22,772 86
" U. S. and State taxes on div....	.....	116,658 07
Total liabilities.....	\$1,607,411 67	\$1,604,071 96
Assets over liabilities.....	\$2,738,714 25	\$2,648,107 68
Total credit side.....	\$30,608,075 15	\$32,577,547 95

## OPERATIONS OF THE ROAD.

Statement of coal, merchandize and material carried in 1865 and 1866:

	1865.	1866.
Coal Transported—Total tons of 2,240 lbs.....	3,090,814	3,714,684
Total amount of coal to date, in tons of 2,240 lbs.....	38,916,074	42,630,758
Merchandize Transported—Tons of 2,000 lbs.:		
Total way-billed and paying freight.....	846,105	1,037,121



Materials Transported—Tons of 2,000 lbs.:	1865.	1866.
Total, including ballast, timber, rails, etc.	249,863	226,896
Tonnage, including passengers in tons of 2,000 lbs.	4,712,016	5,574,907
Total tonnage of road to date, in tons of 2,000 lbs.	53,968,331	59,543,238

## Statement of passenger travel in 1865 and 1866:

Number of passengers.	1,481,632	1,444,257
Number of miles traveled.	36,582,415	35,740,101
Equivalent number of through passengers.	393,359	384,302
Number of passengers to date, including Phila. Branch	7,972,469	9,416,726

## TRANSPORTATION AND INCOME ACCOUNT.

	1865.	1866.
Receipts from travel	\$1,065,846 89	\$1,026,217 27
" freight on goods.	1,165,276 86	1,421,539 02
" freight on coal	8,627,292 02	8,245,696 46
" United States mail, etc.	284,102 93	209,366 12

Total receipts	\$11,142,518 70	\$10,902,818 87
Balance from previous year	673,173 71	1,643,857 27

Total resources	\$11,815,692 41	\$12,546,676 14
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Running account	\$1,551,007 74	\$1,802,435 39
Workshop	1,514,317 97	1,413,252 63
Depot	149,710 59	179,905 19
Superintendence	324,398 95	396,026 72

## Repairs and renewals—

Roadway	648,512 24	690,828 99
Bridges	53,610 67	75,686 51
Building	82,665 32	90,963 29
Machinery	59,553 20	62,889 00
Richmond wharves	71,682 51	71,599 43
Police	48,389 07	63,342 63
Sundries	33,535 89	39,358 44
Drawbacks and allowances	1,368,480 51	1,335,211 41
Renewal fund	424,384 08	517,247 43

Total expenses	\$6,330,248 24	\$6,738,747 06
Interest on bonded debt.	409,210 76	396,649 76
New works and equipment	1,339,264 10	1,169,234 88
Sinking funds.	431,230 30	68,600 00

Total disbursements	\$8,509,953 40	\$8,373,231 70
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Total reserved fund.	\$3,305,739 01	\$4,173,444 44
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10 per cent. dividend on \$20,240,673 47 com-		
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U. S. and State taxes on do.	\$2,024,067 34	
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	202,406 73	
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	2,226,474 07	
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Five per cent. dividend paid July, 1866,		
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on \$22,733,367 27	\$1,136,668 36	
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U. S. and State taxes	116,658 07	
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		1,253,326 43
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Balance reserved fund	\$1,079,264 94	\$2,920,118 01
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Appropriated Dec., 1866, to payment of 5 per cent. dividend		
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on \$22,742,867 27, and U. S. and State taxes		1,316,862 45
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Leaving a balance of		\$1,603,255 56
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## PROGRESS OF THE COMPANY.

## 1.—Statement of the number of engines and cars, and of the mileage of engines annually, 1843-'66:

Years.	Number of Engines.	Number of cars. Passenger.	Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5,086	1,047,014
1850	92	20	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,842
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	145	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	217	81	9,606	3,328,229
1865	221	87	10,074	3,688,309
1866	234	105	10,451	4,261,336

## 2.—Statement of the gross receipts annually, 1843-'66:

Years.	Passengers.	Mail, etc.	Coal.	Merchandise.	Total.
1843	\$71,895	\$5,656	\$273,840	\$37,927	\$394,318
1844	92,362	7,449	448,509	49,293	597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,060,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002,945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,432	19,355	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,194	180,612	2,688,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301,952	22,996	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3,913,742
1857	287,534	35,079	2,412,923	329,986	3,065,522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	51,409	2,328,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,839
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673,143	6,252,902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819

## 3.—Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1866:

Fiscal Years.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Rate.
1843	\$7,119,292	\$394,318	\$214,923	\$179,395	\$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,276,351	1,078,031	570,726	507,305		
1846	11,531,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692,555	1,212,029	480,526		
1849	16,318,087	1,933,591	1,023,245	910,346		
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,294,975	1,304,291	990,684		
1852	17,141,987	2,480,262	1,340,797	1,139,465	722,971	8*
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,101	2,010,438	587,423	10*
1855	19,004,180	4,291,898	1,941,041	2,350,857	1,077,029	8*
1856	19,163,151	3,879,584	1,979,019	1,900,565	770,530	8
1857	19,262,720	3,065,522	1,601,753	1,463,769	385,425	4
1858	23,811,910	2,510,751	1,382,720	1,128,031		
1859	24,070,835	2,724,923	1,478,477	1,246,446		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2,905,838	1,282,133	1,623,705		
1862	25,126,389	3,911,830	1,816,155	2,095,675	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469,544	9,269,341	4,961,190	4,308,151	2,618,129	15*
1865	25,469,544	11,142,519	6,330,248	4,812,271	1,866,887	10*
1866	26,063,545	10,902,819	6,738,247	4,164,072	1,059,078	5

\* Paid in stock.

## 4.—Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1843-'66:

Years.	Passengers Carried.	Coal.	Merchandise.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,463	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1,570,531
1849	95,577	1,097,762	51,204	145,603	1,429,564
1850	92,726	1,351,507	63,625	157,450	1,743,680
1851	127,590	1,650,270	63,807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,218,292	154,384	247,478	2,909,667
1856	282,300	2,088,903	198,866	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	235,651	1,542,646	187,729	170,608	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,523	160,084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,416	2,310,991	451,733	171,499	3,260,958
1863	576,861	3,065,261	652,363	234,071	4,391,577
1864	1,048,501	3,065,577	807,106	242,908	4,606,286
1865	1,481,632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3,714,684	1,037,121	226,896	5,574,907

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price per share.
<b>COPPER:</b>					<b>COPPER:</b>					<b>IRON:</b>					<b>GOLD:</b>				
Acton.....Ca	5	---	200,000	---	Knowlton.....L. S.	25	8	20,000	51	Broad Top.....Pa	50	---	---	---	Acadia.....N. S.	3	---	100,000	---
Acton Vale.....Ca	5	---	20,000	---	Lafayette.....Ca	25	---	20,000	---	Copake.....N. Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L. S.	25	3	20,000	---	Lake.....Ca	25	2	20,000	---	French Creek.....Pa	5	---	100,000	---	Albion.....Col.	3	---	100,000	---
Acta.....L. S.	25	11	20,000	---	Lawrence.....L. S.	25	---	20,000	---	Garrison's.....N. Y.	5	5	100,000	---	Altona.....Col.	5	---	100,000	---
Albany and Boston.....L. S.	25	25	20,000	---	Lennoxville.....Ca	5	---	100,000	---	George's Creek.....Md.	100	100	10,000	104	American.....Col.	100	---	50,000	---
Algonah.....L. S.	25	3	20,000	---	Logan.....Ca	5	---	100,000	---	Harewood.....L. S.	25	5	20,000	---	American Flag.....Col.	10	---	60,000	1.05
Algonah.....L. S.	25	11	20,000	---	Lewer California.....Mo.	50	---	40,000	---	Lake Superior.....L. S.	25	25	20,000	---	Ascut.....Can.	100	---	50,000	---
American.....L. S.	25	1	20,000	---	Lyster.....Ca	2	---	200,000	---	Mount Pleasant.....L. S.	25	50	10,000	---	Atl. & Pac.....Nev.	50	---	100,000	2.25
Amygdaloid.....L. S.	25	17	20,000	---	Madison.....L. S.	25	6	20,000	2	Teal Lake.....L. S.	25	---	20,000	---	Baltic.....Col.	---	---	---	---
Anite.....Cal	10	---	20,000	---	Malden.....Ca	25	2	20,000	---	Tyson.....Vt.	10	---	20,000	---	Bates & Baxter.....Ca	---	---	---	---
Annabolia.....Md.	10	---	20,000	---	Manhattan.....Ca	25	44	20,000	31	<b>LEAD AND ZINC:</b>					Benton.....Ca	---	---	---	---
Aracadia.....L. S.	25	---	20,000	---	Marquette.....Ca	25	34	20,000	---	Amenia.....N. Y.	5	---	100,000	---	Black Hawk.....Ca	5	---	100,000	12.0
Arizona.....Ariz. T.	100	---	20,000	---	Maryland.....Md.	5	---	20,000	100	Bucks County.....Pa	5	---	40,000	---	Bob Tail.....Ca	10	---	100,000	---
Arnold.....L. S.	25	---	20,000	---	Massachusetts.....L. S.	25	44	20,000	---	Canada.....Ca	5	---	50,000	---	Briggs.....Col.	100	---	10,000	---
Ascut.....Ca	20	---	20,000	---	Mechanic.....L. S.	25	---	20,000	---	Champion.....N. Y.	5	---	110,000	---	Burroughs.....Ca	10	---	100,000	---
Astor.....L. S.	25	14	20,000	---	Mendota.....L. S.	25	14	100,000	44	Clute.....Ca	5	5	110,000	---	Bullion.....Mtna.	5	---	200,000	---
Atlas.....L. S.	25	44	20,000	---	Merrimac.....L. S.	25	64	20,000	---	Continental.....N. Y.	24	24	200,000	---	Bullion Consol.....Col.	1	---	300,000	---
Aztec.....L. S.	25	44	20,000	---	Merryweather.....L. S.	25	8	20,000	14	Erie.....N. Y.	10	---	40,000	---	Chebueto.....N. S.	5	---	100,000	---
Balt. and N. C.....N. C.	25	184	20,000	---	Metcor.....L. S.	25	---	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	---
Bay State.....L. S.	25	2	20,000	---	Michigan.....L. S.	25	---	20,000	---	Erie.....N. Y.	10	---	40,000	---	Central Gold.....Ca	5	---	20,000	---
Beaver.....Ca	5	---	125,000	---	Middlesex.....L. S.	25	---	20,000	---	Gay's River.....Mass.	5	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Bedford.....Ca	5	---	20,000	---	Milton.....L. S.	25	14	20,000	10	Hampton.....N. Y.	5	---	100,000	---	Golden.....Idaho.	10	---	100,000	---
Black River.....Ca	25	174	20,000	---	Minnesota.....L. S.	25	184	20,000	---	Jefferson.....N. Y.	5	---	200,000	---	Columbia.....Nev.	100	---	300,000	2.80
Bohemian.....L. S.	25	---	20,000	---	Missisquoi.....Ca	2	---	150,000	---	Kings Hill.....L. S.	5	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	12
Bolton.....Ca	25	---	20,000	---	Morrison.....L. S.	25	---	20,000	---	Lake Superior.....Mich.	5	---	200,000	---	Copalinche.....Ca	50	---	250,000	---
Boston.....L. S.	25	24	20,000	---	Nashua.....L. S.	25	---	20,000	---	Lancaster.....Pa	5	---	50,000	---	Corvdon.....Ca	25	---	100,000	6.80
Brocklyn.....L. S.	25	---	20,000	---	National.....L. S.	25	64	20,000	9	Lehigh.....Pa	5	---	110,000	474	Continental.....Ca	100	---	20,000	---
Brome.....L. S.	25	---	20,000	---	Native.....L. S.	25	2	20,000	2	Macomb.....N. Y.	5	---	110,000	---	Denver.....Ca	20	---	50,000	---
Chabot.....Ca	25	---	20,000	---	Naumkeag.....L. S.	25	1	20,000	---	Maine.....Me.	10	---	50,000	---	Downville.....Ca	1	---	300,000	---
Caledonia.....L. S.	25	5	20,000	---	Nebaska.....L. S.	25	---	20,000	---	Mineral Point.....N. Y.	5	---	100,000	---	Eagle.....Idaho.	10	---	100,000	---
Cambridge.....Ca	25	8	20,000	---	Nequaket.....L. S.	25	2	20,000	---	Morgan.....N. Y.	5	---	100,000	---	East Bannock.....Mtna.	2	---	100,000	---
Canada.....Vt.	4	1	100,000	420	New England.....L. S.	25	2	20,000	---	Mount Hope.....N. H.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Carp Lake.....L. S.	25	---	20,000	---	New Jersey cons. N. J.	10	---	100,000	---	New Hampshire.....N. H.	5	---	100,000	---	Empire.....Ca	20	---	250,000	---
Cascade.....L. S.	25	---	20,000	---	Newton.....Ca	1	---	200,000	---	New Jersey.....N. J.	100	---	12,000	100	Excelsior.....Ca	10	---	30,000	---
Central.....L. S.	25	6	20,000	60	New York.....L. S.	25	1	20,000	---	N. Y. & Boston.....N. Y.	10	---	100,000	---	Garrison's.....Ca	50	---	100,000	---
Champlain.....Ca	14	---	200,000	---	N. Y. & Passaic.....N. J.	5	---	100,000	---	Oswegatchie.....Ca	5	---	100,000	---	Gem.....Ca	50	---	25,000	---
Chatham.....Ca	2	---	200,000	---	North Cliff.....L. S.	25	4	20,000	14	Phoenix.....N. Y.	5	---	50,000	---	Golconda.....Col.	20	---	250,000	---
Cheticamp.....L. S.	5	---	20,000	---	North State.....L. S.	25	34	20,000	---	Placencia Bay.....N. F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L. S.	25	---	20,000	---	North Western.....L. S.	25	114	20,000	2	Ramsay.....Ca	25	---	20,000	---	Gold Mining.....Ca	100	---	50,000	---
Clifton.....L. S.	25	---	20,000	---	Norwich.....L. S.	25	114	20,000	---	Rochester.....N. Y.	24	---	200,000	---	Gunnell.....Ca	10	---	300,000	---
Collin.....L. S.	25	---	20,000	---	Ogima.....L. S.	25	7	20,000	1	Roselle.....N. Y.	5	---	100,000	---	Gunnell Central.....Ca	50	---	20,000	---
Concord.....L. S.	25	4	20,000	8	Ottaville.....N. Y.	5	---	100,000	---	Shawangunk.....N. Y.	5	---	100,000	---	Gregory.....Ca	50	---	20,000	---
Consolidated.....L. S.	25	6	20,000	---	Ontonagon.....L. S.	25	---	20,000	---	Sussex.....N. J.	5	---	125,000	---	Great Western.....Ca	10	---	60,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ottawa.....Ca	1	---	200,000	---	Union.....Pa	5	---	100,000	---	Hope.....Ca	25	---	80,000	0.50
Copper Creek.....Wis.	25	---	20,000	---	Pacific.....L. S.	25	---	20,000	---	Wallkill.....N. Y.	5	---	100,000	0.70	Holman.....Ca	2	---	150,000	0.15
Copper Falls.....L. S.	25	244	20,000	214	Pennsylvania.....L. S.	50	60	20,000	---	Warren.....N. H.	5	---	100,000	---	Idaho.....Nev.	100	---	100,000	---
Copper Harbor.....L. S.	25	1	20,000	---	Petherick.....L. S.	25	54	20,000	31	White Mountain.....Ca	---	---	---	---	Isaac's Harbor.....N. S.	5	---	100,000	---
Copper Hill.....Wis.	1	---	200,000	---	Pewabic.....L. S.	25	34	20,000	22	Coal & Anthracite.....Pa	25	---	60,000	54	Kansas Colorado.....Col.	10	---	100,000	---
Corinth.....Vt.	25	---	20,000	---	Phila. & Boston.....L. S.	25	15	20,000	5	Appleton.....Pa	50	50	50,000	10	Kip & Buel.....Ca	2	---	100,000	---
Cornwall.....L. S.	25	---	20,000	---	Phoenix.....L. S.	25	15	20,000	5	Ashburton.....Pa	50	50	50,000	60	La Crosse.....Ca	10	---	100,000	1.55
Dacotah.....Vt.	25	---	20,000	---	Pittsburg & Boston.....L. S.	25	64	20,000	42	Atlantic & G. C.....Md.	100	100	40,000	---	Liebig.....Ca	5	---	200,000	---
Dana.....L. S.	25	34	20,000	14	Pontiac.....L. S.	25	10	20,000	14	Baltimore.....Pa	124	---	40,000	---	Lake Major.....N. S.	50	---	12,000	---
Deep River.....N. C.	6	---	10,000	10c	Prescott.....Ariz. T.	100	---	100,000	---	Beaver Valley.....Pa	50	50	10,000	---	Mariposa.....Cal.	100	100	50,976	84
Delaware.....L. S.	25	204	20,000	---	Providence.....L. S.	25	---	20,000	---	Belmont.....Pa	50	50	10,000	---	De. preferred.....Ca	100	100	57,744	234
Derby.....L. S.	25	---	20,000	---	Quincy.....L. S.	10	10	20,000	38	Big Mountain.....Pa	50	50	10,000	---	Mammoth.....Col.	10	---	100,000	---
Devon.....L. S.	25	14	20,000	---	Reliance.....L. S.	25	---	20,000	---	Boston & Pictou.....N. S.	5	---	100,000	---	Manhattan.....Ca	10	---	100,000	---
Dorchester.....Ca	25	---	20,000	---	Republic.....L. S.	25	---	8,000	---	Bridgeport.....N. S.	10	10	30,000	---	Massachusetts.....Ca	5	---	250,000	---
Douglas.....L. S.	25	---	20,000	---	Resolute.....L. S.	25	64	20,000	---	Broad Mountain.....Pa	10	10	30,000	---	Mount Vernon.....Nev.	10	---	800,000	---
Dover.....Ca	2	1	200,000	---	Ridge.....L. S.	25	8	20,000	---	British American.....N. S.	10	10	30,000	---	Montana.....Col.	4	---	100,000	---
Dudley.....L. S.	25	14	20,000	---	Rochester.....L. S.	25	24	20,000	94	Cape Briton.....N. S.	24	24	200,000	---	National.....Ca	10	---	300,000	---
Dunham.....Ca	2	---	200,000	---	Rockland.....Ca	25	12	20,0											



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length, completed: equal in single or in progress or projected.	Equipment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Per Value.	Market Price.
		Horses.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.														
30 Nov. '66	3.36				Boston and Chelsea	110,000	110,000			8,800	7,525			41
30 Nov. '66	5.78				Broadway, Boston	348,279	325,000			20,461	168,846	44,203		43
30 Nov. '66	27.43				Cambridge	724,671	727,800	150,000	94			66,502		94
30 Nov. '66	2.57				Lowell (Horse)	46,536	46,000				20,399	3,261		25
30 Nov. '66	11.75				Lynn and Boston	271,530	200,000	50,000	50,032	164,742	8,253			25
30 Nov. '66	8.41				Malden and Melrose	60,246	200,000	58,727		27,144				25
30 Nov. '66	3.07				Medford and Charlestown	36,600	21,000	9,500		19,627	2,240			50
30 Nov. '66	38.82				Metropolitan (Boston)	1,501,478	1,250,000		139,096	752,414	113,472			52
30 Nov. '66	6.28				Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437			45
30 Nov. '66	3.22				Northampton & Williamsb.	300,000	300,000			4,627	2,686	211		40
30 Nov. '66	5.69				Quincy	141,233	71,600	58,400	55,000	34,256	2,585			
30 Nov. '66	7.78				Salem and South Danvers	189,972	150,000	27,300	4,148	36,970	6,108	4		30
30 Nov. '66	3.61				Somerville	75,000	75,000			4,379	2,251	3		30
30 Nov. '66	2.50				Stoneham street (Boston)	37,800	33,000			9,628	1,991	6		
30 Nov. '66	6.74				Suburban	95,000	5,000							
30 Nov. '66					Union (Transportation)	283,789	200,000	24,000	113,007	321,247	10,110	5		90
30 Nov. '66	1.58				West Cambridge	13,600	13,600				516	44		4
30 Nov. '66	2.25				Winnisimmet	62,152	59,800			3,720	3,255	4		4
30 Nov. '66	11.00				Worcester	91,174	75,000	52,000						
CONNECTICUT.														
31 Jan. '64	3.0				Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5				Hartford and Wethersfield	300,000	300,000							
NEW YORK.														
24 Sep. '65	7.17				Albany	55,544	50,000	31,000		65,155	501			
24 Sep. '65	17.50				Bleeker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	100		
24 Sep. '65	10.78				Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,560	100		
24 Sep. '65	14.33				Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	120,000	100,000	612,779	168,082	100		
24 Sep. '65	7.75				Brooklyn, Bath & Coney Is'd	135,178	100,000	56,000	71,180	28,068	8,282	100		
24 Sep. '65	24.00				Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	
24 Sep. '65	56.18				Brooklyn City	1,333,460	1,000,000	170,000		857,701	148,758	51	10	
24 Sep. '65	11.75				Brooklyn City & Newtown	639,162	366,000	200,000	37,602	104,691	5,651			
24 Sep. '65	0.09				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200			100		
24 Sep. '65	2.50				Brooklyn City & Rockaway		7,500	35,000						
24 Sep. '65	24.00				Centrl Pk. N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000		528,090	74,053	100		
24 Sep. '65					Clinton Avenue (Albany)		2,800							
24 Sep. '65	2.00				Cohoes & Waterford		500							
24 Sep. '65	19.75				Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	100		
24 Sep. '65	11.82				D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	100		
24 Sep. '65	6.00				East & North River (W. Co.)	650	650							
24 Sep. '65	18.00				Eighth Avenue	1,260,915	1,000,000	100,000		627,163	90,670	6	100	
24 Sep. '65	12.00				42d st. & Grand st. Ferry	962,521	750,000	260,000	2,698	227,602	63,047	5	100	
24 Sep. '65	4.52				Grand st. & Newtown (W. Co.)									
24 Sep. '65	10.00				Harlem Br. Morris & Ford'm	193,738	72,000	118,500	3,000	62,700	2,600	100		
24 Sep. '65	19.10				Harlem & Tarrytown		3,550							
24 Sep. '65	11.00				Ninth Avenue	444,877	795,360	112,000		74,514	loss.	100		
24 Sep. '65					Port Morris & Westchester	1,200	1,200							
24 Sep. '65	11.00				Rochester City & Brighton	251,559	133,400	100,000		80,028	29,616	100		
24 Sep. '65	16.00				Second Avenue (N. Y.)	1,215,127	650,000	520,000	136,970	388,298	106	100		
24 Sep. '65	8.37				Sixth Avenue (N. Y.)	1,409,516	750,000		139,604	482,224	loss.	100		12
24 Sep. '65	17.50				Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,024,742	211,213	9	100	
24 Sep. '65	5.00				Third Avenue & Fordam	975	975							
24 Sep. '65	4.46				Troy and Cohoes	50,000	50,000							
24 Sep. '65					Troy and Lansingburg									
24 Sep. '65	6.50				Utica City	206,325	124,500	100,000		30,752	loss.			
24 Sep. '65	1.50				V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000		12,839	808			
24 Sep. '65					Westchester	5,949	7,370							
24 Sep. '65	4.00				West Shore	1,457	2,200							
NEW JERSEY.														
31 Dec. '62	5.82				Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	10.47				Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,988	3		
31 Dec. '62	5.05				Jersey City & Bergen Point									
31 Dec. '62	17.00				Orange and Newark	699,414	281,550	300,000	20,950	105,358	29,459	50		
31 Dec. '62	5.80				West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '65	7.89				Chestnut & Walnut (Phila.)	235,421	100,000	135,000		114,721	34,877	40	10	
31 Oct. '65	5.50				Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	158,903	39,721	10	50	
31 Oct. '65	12.33				Frankford & Southw'k (Ph.)	765,509	491,620	200,000		286,861	91,545	50	40	
31 Oct. '65	6.00				Fairm't Pk. & Del. Riv. (Ph.)					62,732	8,227			
31 Oct. '65	4.50				Green & Coates st. (Phila.)	232,953	150,000	100,000		158,903	39,721	2	50	
30 Nov. '65	19.00				Germantown	386,169	112,245	250,000		197,195	49,561			
31 Oct. '65	5.04				Girard College (Phila.)	114,611	160,000			122,866	36,832	4	50	
31 Oct. '65	2.00				Harrisburg City	49,504	30,118		9,000	6,726	3,562	25		
31 Oct. '65	19.00				Hestonv. Mantua & Fairm't		183,600	75,131	153,813	39,179		50	10	
31 Oct. '65	4.50				Lombard & South st. (Phila.)	158,000	90,000	50,200	16,000	72,460	14,007	25		
31 Oct. '65					Oakland (Pittsburg & E. L.)									
31 Oct. '65	3.75				Pittab. Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	
31 Oct. '65	2.06				Pittsburg and Birmingham	66,840	54,000	22,600		67,040	14,778	14	50	
31 Oct. '65	3.80				Philadelphia City	240,264	100,000	135,000		149,978	59,722	74	50	
31 Oct. '65	5.00				Philadelphia and Darby	86,383	100,000	17,000		36,781	6,494	5	20	
31 Oct. '65	4.50				Ridge Avenue & Manyunk	179,636	120,000	63,300		41,737	6,903	50	10	
31 Oct. '65	15.09				Second & Third st. (Phila.)	472,081	205,757	137,300		487,562	158,830	10	50	
31 Oct. '65	6.62				17th & 19th st. (Phila.)	114,368	120,000			51,683	9,187	50	10	
31 Oct. '65	7.00				3 Spruce & Pine (Phila. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	29,545	44	50	
31 Oct. '65	7.00				16th & 11th st. (Citizens')	176,048	192,750			210,143	87,810	94	50	
31 Oct. '65	6.25				13th & 15th st. (Phila.)					143,038	38,435	5	20	
31 Oct. '65	23.05				Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	50	40	
31 Oct. '65	6.00				West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,835	10	50	
31 Oct. '65	1.00				Williamsport		15,150		522	3,637	1,861	25		
MARYLAND.														
31 Dec. '62	21.00				Baltimore City	700,000	670,000		131,549	239,059	21,058			18
OHIO.														
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81				Passenger (Cinc.)	69,837	50,000							
31 Dec. '62	6.63				Pendleton & S. St. Mar'k (Cin.)	70,000	50,000							

## PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	Rate.	INTEREST.		Principal payable.	Market Price.
			Pay- able.	Year.		
Broadway (Brooklyn):						
Real Estate Mortgage	27,500	7	J. & J.	Var.		
Broadway & 7th Avenue:						
1st Mortgage	200,000	7	J. & D.	1884		
Brooklyn, Bath & Coney Is'd						
1st Mortgage	80,000	7	J. & J.	1883		
Brooklyn and Rockaway:						
1st Mortgage	20,000	7	J. & J.			
Brooklyn Centr. & Jamaica:						
1st Mortgage	304,250	7	J. & D.	1870		
Brooklyn City:						
1st Mortgage	170,000	7	J. & J.	1872		
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		
Cambridge:						
1st Mortgage	180,000	6	J. & J.	1881	69	
Central Park, East & North River:						
1st Mortgage	550,000	7	J. & J.	1874		
Citizens' Pittsburgh:						
1st Mortgage	57,900	7	J. & J.	1870		
Cliffondale:						
1st Mortgage	25,000	6	J. & J.	1871		
Coney Island and Brooklyn:						
1st Mortgage	188,000	7	J. & J.	1873		
Delaware County:						
1st Mortgage	6,500	7				
Dorchester:						
Real Estate Mortgage	5,000	6				
D. Dock, E. B'dw. & Battery:						
1st Mortgage	200,000	7	J. & J.			
Eight Avenue:						
1st Mortgage	160,000	7	J. & J.			
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1878		
Real Estate	184,500	7	J. & J.			
Fraunkford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1869	107	
Germentown:						
1st Mortgage	250,000	7	J. & J.	1869		
Green and Coates St.:						
1st Mortgage	98,000	7	J. & J.	1870	98	
Harlem Br. Morris & Ford'm						
1st Mortgage	118,000	7	J. & J.			
Hestonville Mantua & Fair- mount:						
1st Mortgage	40,000	7	J. & J.	1869		
Hoboken and Weehawken:						
1st Mortgage	60,000	7	M. & B.	1872		
Lynn and Boston:						
1st Mortgage [road]:	50,000	6	M. & B.	71-72	91 1/2	
Malden and Melrose:						
1st Mortgage gas antied.	58,727	6		1880	91	
Medford and Charlestown:						
1st Mort. [Winter St. Br.]	9,500	6				
Middlesex:						
1st Mortgage	38,000	--				
Malden & Melrose bonds	46,971	--				
Real Estate	6,000	--				
Ninth Avenue:						
1st Mortgage	112,000	7				
North Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		
Orange and Newark:						
1st Mortgage Broad street	100,000	7	J. & J.	1881		
" " O. & Newark	100,000	7	J. & J.	1880		
2d Mortgage	100,000	7	J. & J.	1883		
Philadelphia City:						
1st Mortgage	185,000	6	J. & J.	1879	91	
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870		
Phila. and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		
Pittab. Allegh'y & Manch.:						
1st Mortgage	35,000	7	J. & J.	1871		
Pittsburg & Birmingham:						
1st Mortgage	22,500	7	J. & J.	1870		
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		
Quincy:						
Plain bonds	53,400	--	M. & B.	1868		
Richmond and Schuylkill:						
1st Mortgage	30,000	7	J. & J.	1870		
Rochester City & Brighton						
1st Mortgage	100,000	7	J. & J.			
Second Avenue:						
1st Mortgage	520,000	7	J. & D.	1867		
Second and Third Street:						
1st Mortgage	125,000	7	J. & J.	1866	90	
2d Mortgage	50,800	7	J. & J.	1869	107 1/2	
Third Avenue:						
1st Mortgage	1,000,000	7	J. & J.	1870		
Real Estate bonds	180,000	--				
Union:						
Real Estate Mortgage	24,000	6	J. & D.	1865		
Utica City:						
1st Mortgage	100,000	7				
Van Brunt, st & Erie Basin:						
1st Mortgage	12,000	7	J. & J.			
West Hoboken & Hoboken:						
1st Mortgage	60,000	7	M. & N.	1873		
West Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		

## FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.
<b>NATIONAL SECURITIES, Feb. 1.</b>						<b>New York—State Bonds</b> .....canal fund					
Loan of Jan. 28, 1847.....registered	\$7,000,900	6	Jan. & July.	1867	185	" " " " " " " " " "	6,000,000	6	Quarterly.	1873	100
Loan of March 31, 1848.....registered	8,712,542	6	" " " " " " " " " "	1868	128	" " " " " " " " " "	2,250,000	6	" " " " " " " " " "	1874	99
" " " " " " " " " " " " " "	384,000	6	" " " " " " " " " "	1868	128	" " " " " " " " " "	500,000	6	" " " " " " " " " "	1875	100
Texas Indemnity, of Sep. 9, 1860.....coupon	20,000,000	5	" " " " " " " " " "	Due.	"	" " " " " " " " " "	900,000	6	" " " " " " " " " "	1877	100
Loan of June 14, 1868.....registered	7,022,000	5	" " " " " " " " " "	1874	103	" " " " " " " " " "	800,000	6	" " " " " " " " " "	1878	97
Loan of June 22, 1860.....coupon	1,016,000	5	" " " " " " " " " "	1874	103	" " " " " " " " " "	909,607	5	" " " " " " " " " "	pleas.	---
Oregon War Loan of March, 1861.....coupon	18,415,000	6	" " " " " " " " " "	1871	110	" " " " " " " " " "	192,585	5	" " " " " " " " " "	1866	---
Loan of Feb. 8, 1861.....coupon	365,233,250	6	" " " " " " " " " "	1871	111	" " " " " " " " " "	1,163,000	5	" " " " " " " " " "	1868	---
Loan of July 17, & Aug. 5, 1861.....registered	514,780,500	6	" " " " " " " " " "	1881	105	" " " " " " " " " "	442,960	5	" " " " " " " " " "	1868	---
Loan of Feb. 25, 1862 (5-20s).....registered	100,000,000	6	" " " " " " " " " "	1881	108	" " " " " " " " " "	167,000	5	" " " " " " " " " "	1871	---
Loan of March 3, 1864 (5-20s).....registered	235,249,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	4,500,000	5	" " " " " " " " " "	1874	24
Loan of March 3, 1865 (5-20s).....registered	171,069,350	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	900,000	5	" " " " " " " " " "	1875	93
Loan of March 3, 1864 (10-40s).....registered	12,922,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	800,000	5	" " " " " " " " " "	1878	---
Pacific R. R. Bonds of (currency).....registered	167,350	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	9,385,500	6	" " " " " " " " " "	1878	---
Treasury Notes of July 17, 1861 (7-30s).....	603,686,100	7.3	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,500,000	6	" " " " " " " " " "	1878	---
" " " " " " " " " " " " " " " "	15,240,104	7.3	" " " " " " " " " "	1881	109	" " " " " " " " " "	634,653	6	" " " " " " " " " "	1878	---
Gold Certificates of Deposit.....	19,992,980	7.3	" " " " " " " " " "	1881	109	" " " " " " " " " "	636,798	6	" " " " " " " " " "	1878	---
Compound Interest Notes of 1864.....	143,064,640	7.3	" " " " " " " " " "	1881	109	" " " " " " " " " "	379,866	6	" " " " " " " " " "	1878	---
United States Notes (greenbacks).....	281,427,090	7.2	" " " " " " " " " "	1881	109	" " " " " " " " " "	2,183,532	6	" " " " " " " " " "	1878	---
Fractional currency.....	28,743,734	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,600,000	6	" " " " " " " " " "	1878	---
Navy Pension Fund.....	12,500,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	4,096,309	6	" " " " " " " " " "	1881	102
<b>STATE SECURITIES.</b>						<b>North Carolina—State bonds</b> .....coupon					
Alabama—Dollar Bonds.....coupon	2,109,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	9,385,500	6	" " " " " " " " " "	1878	---
" " " " " " " " " " " " " " " "	648,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,500,000	6	" " " " " " " " " "	1878	---
" " " " " " " " " " " " " " " "	688,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	634,653	6	" " " " " " " " " "	1878	---
" " " " " " " " " " " " " " " "	1,509,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	636,798	6	" " " " " " " " " "	1878	---
California—Civil bonds of 1857 & '60 coupon.....	3,774,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	379,866	6	" " " " " " " " " "	1878	---
" " " " " " " " " " " " " " " "	1,548,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	2,183,532	6	" " " " " " " " " "	1878	---
Connecticut—State Bonds.....coupon	10,400,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,600,000	6	" " " " " " " " " "	1878	---
" " " " " " " " " " " " " " " "	72,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	4,096,309	6	" " " " " " " " " "	1881	102
Georgia—State bonds (sterling).....coupon	2,271,750	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	2,400,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	434,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	681,038	6	" " " " " " " " " "	1881	100
Illinois—Canal Bonds.....registered	1,288,887	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	20,209,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,758,400	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	6,168,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	721,198	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,000,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	436,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,889,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	229,372	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	454,444	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	2,871,725	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,708,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,778,877	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,499,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	241,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,949,440	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,157,700	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	239,167	6	" " " " " " " " " "	1881	100
Indiana—State Bonds.....registered	236,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,706,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	2,058,173	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	24,382,832	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,225,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	873,813	6	" " " " " " " " " "	1881	100
Iowa—State Certificates.....registered	200,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	175,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	300,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,650,000	6	" " " " " " " " " "	1881	100
Kansas—State Bonds.....coupon	200,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	2,188,398	6	" " " " " " " " " "	1881	100
Kentucky—State bonds.....coupon	447,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	11,108,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	3,204,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,865,000	6	" " " " " " " " " "	1881	100
Louisiana—State Bonds.....coupon	9,356,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,000,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	53,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,889,000	6	" " " " " " " " " "	1881	100
Maine—State Certificates.....registered	4,800,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	454,444	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	2,171,902	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,708,000	6	" " " " " " " " " "	1881	100
Maryland—State Bonds.....coupon	1,727,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,499,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	3,192,763	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,949,440	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	6,401,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	239,167	6	" " " " " " " " " "	1881	100
Massachusetts—State Scrip.....	244,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,706,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	378,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	24,382,832	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	220,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	873,813	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	6,429,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	175,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	297,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,650,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	150,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	2,188,398	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,024,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	11,108,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	2,080,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,865,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,088,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,000,000	6	" " " " " " " " " "	1881	100
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	454,444	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,740,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,708,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	100,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,499,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	216,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,949,440	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,122,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	239,167	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	700,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,706,000	6	" " " " " " " " " "	1881	100
Minnesota—State Bonds.....coupon	250,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	24,382,832	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	2,275,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	873,813	6	" " " " " " " " " "	1881	100
Missouri—State Bonds (railroad).....	13,701,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	175,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	3,000,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,650,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	7,000,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	2,188,398	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,000,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	11,108,000	6	" " " " " " " " " "	1881	100
New Hampshire—State Bonds.....	685,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,865,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,650,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	3,000,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	2,806,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	454,444	6	" " " " " " " " " "	1881	100
New Jersey—State Stock.....inscribed	95,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,708,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	731,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,499,000	6	" " " " " " " " " "	1881	100
New York—State Bonds.....general fund	703,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,949,440	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	25,566,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	239,167	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	1,189,780	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	1,706,000	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	702,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	24,382,832	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	500,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	873,813	6	" " " " " " " " " "	1881	100
" " " " " " " " " " " " " " " "	3,080,000	6	" " " " " " " " " "	1881	109	" " " " " " " " " "	175,000	6	" " " " " " " " " "	1881	100



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1884	160,715	164,435	166,493	194,952	200,807	265,626	295,512	356,408	401,105	357,223	353,344	328,828	3,236,492
1885	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,365	6,826,335
1886	476,641	453,279	535,991	412,521	464,607	493,243	466,988	568,589	538,160	569,670	474,056	388,573	6,096,119
1887	361,137	383,274											
<b>Chicago and Alton:</b>													
1883	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1884	100,991	154,419	195,803	162,723	178,756	206,080	224,257	312,105	354,554	320,879	307,803	282,016	2,770,484
1885	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	367,955	307,919	286,824	3,840,092
1886	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,233	323,080	271,247	3,695,153
1887	240,233												
<b>Chicago and Rock Island:</b>													
1883	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,305	210,729	215,030	196,435	201,134	1,959,267
1884	158,735	175,482	243,150	185,018	198,679	245,173	224,960	307,874	375,860	324,865	336,617	321,057	3,095,470
1885	305,554	246,331	299,463	196,580	234,612	321,518	244,121	305,231	339,489	307,523	270,073	201,770	3,313,514
1886	241,395	183,385	267,230	197,586	264,005	290,642	224,112	310,446	396,050	422,124	331,006	232,440	3,551,331
1887	267,620	184,497											
<b>Chicago and Northwestern:</b>													
1883						366,100	261,334	296,169	473,186	551,122	435,945	407,538	2,811,544
1884	273,876	317,839	390,355	421,363	460,830	555,145	480,710	619,305	699,605	729,759	716,375	663,400	6,111,566
1885	482,164	499,296	468,358	585,623	747,943	702,691	767,508	946,707	921,336	946,707	749,191	546,009	7,968,980
1886	523,566	405,684	523,744	618,736	735,082	922,892	776,990	778,234	989,053	1,210,034	1,005,680	695,079	9,988,995
1887	690,832	586,743											
<b>Chicago and Great Eastern:</b>													
1883	33,829	33,804	38,485	40,441	37,588	38,058	30,208	50,198	57,495	61,787	51,388	60,895	523,304
1884	47,393	56,565	67,822	61,312	59,182	58,175	53,518	83,458	87,037	97,876	94,543	75,111	850,496
1885	77,242	77,242	83,450	76,514	76,874	91,977	91,075	106,389	106,389	118,610	116,293	91,564	1,108,821
1886	90,415	79,430	110,079	107,072	120,460	118,603	86,837	107,052	104,547	132,725	136,597	725,785	1,317,102
1887	93,784	77,628											
<b>Erie:</b>													
1882	699,097	601,595	538,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,334
1883	846,895	839,949	956,445	948,059	843,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1884	984,837	984,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,201,005	1,222,568	1,224,909	1,284,217	13,429,648
1885	1,001,007	947,146	1,265,556	1,458,455	1,133,461	1,177,372	1,202,180	1,331,048	1,336,615	1,488,689	1,622,472	1,429,765	15,434,776
1886	1,187,188	983,855	1,070,434	1,153,295	1,101,963	1,243,143	1,203,462	1,290,350	1,411,347	1,580,251	1,417,827	1,044,003	14,586,323
1887	906,795	917,639											
<b>Illinois Central:</b>													
1881	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1882	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1883	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1884	327,900	416,598	459,762	422,797	408,372	510,100	423,578	640,179	799,286	661,391	657,141	603,492	6,329,447
1885	571,536	528,972	616,695	515,008	460,573	617,652	578,403	747,469	739,736	641,689	643,987	518,083	7,181,206
1886	603,063	506,286	505,463	411,005	569,250	567,679	480,626	573,253	571,348	661,971	588,219	504,066	6,545,741
1887	660,438	554,201											
<b>Marietta and Cincinnati:</b>													
1883	35,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,383	710,225
1884	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,906	95,453	1,083,166
1885	96,672	87,791	93,763	78,907	76,248	107,525	104,608	115,184	125,252	116,495	110,146	105,767	1,224,053
1886	90,411	85,447	84,351	81,181	96,388	103,373	93,943	106,921	104,866	113,504	112,952	123,302	1,201,239
1887	94,136	78,976											
<b>Milwaukee and Prairie du Chien:</b>													
1883	67,130	76,132	44,925	88,177	106,967	111,260	71,557	69,353	155,417	205,055	138,342	112,918	1,247,259
1884	115,135	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1885	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	226,840	110,664	1,985,712
1886	121,776	81,897	72,135	108,082	267,488	262,172	170,795	116,224	160,989	245,701	244,554	93,787	1,983,900
1887	142,000	83,000											
<b>Michigan Southern &amp; Northern Indiana:</b>													
1883	243,784	230,508	557,227	268,513	264,935	241,236	189,145	238,012	308,106	375,597	332,260	348,048	3,202,546
1884	330,651	338,454	330,651	267,120	315,258	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1885	368,996	366,361	413,974	365,180	351,489	387,095	301,613	415,575	456,808	524,760	495,072	351,799	4,826,717
1886	412,546	277,234	412,546	409,427	426,493	392,641	338,499	330,452	429,191	500,404	416,090	339,447	4,635,717
1887	302,714	302,437											
<b>Michigan Central:</b>													
1882	230,159	159,658	151,902	175,996	186,039	174,002	172,169	216,624	295,956	322,309	307,474	258,634	2,650,702
1883	242,073	245,858	236,463	236,463	236,463	206,221	193,328	215,449	308,163	375,483	339,794	306,136	3,108,065
1884	252,435	278,548	348,902	338,276	271,563	265,730	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1885	306,324	279,137	344,228	337,241	401,456	365,863	329,105	413,501	460,651	490,694	447,870	323,869	4,504,549
1886	282,438	265,796	337,158	343,737	305,196	335,083	324,998	359,645	429,160	493,640	414,694	308,669	4,260,112
1887	304,095	283,661											
<b>Milwaukee and St. Paul:</b>													
1884	51,965	46,474	64,993	83,202	131,448	129,970	99,662	86,482	164,710	221,638	198,135	129,237	1,402,706
1885	93,181	86,528	95,905	106,269	203,018	237,562	251,905	241,370	300,841	395,579	346,717	171,125	2,585,601
1886	131,707	123,404	123,957	121,533	245,622	244,376	208,785	183,815	276,416	466,359	328,539	129,287	2,585,800
1887	140,800	130,000											
<b>New York Central:</b>													
1882	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,341	892,744	1,018,275	968,223	1,002,798	9,068,244
1883	790,272	790,272	837,590	911,397	839,126	841,165	515,512	840,450	1,070,551	1,041,522	1,045,401	1,157,313	11,069,383
1884	921,331	926,637	959,023	1,105,064	1,004,435	1,029,736	1,055,793	1,273,117	1,460,076	1,227,113	1,187,505	1,118,329	13,367,709
1885	957,839	913,331	1,346,734	1,265,521	1,182,701	1,182,701	1,182,701	1,496,752	1,524,434	1,526,339	1,486,336	1,117,853	14,578,123
1886	1,086,360	895,887	1,135,745	1,100,491	1,170,415	1,084,533	1,135,461	1,256,911	1,480,929				
<b>Ohio and Mississippi:</b>													
1884	210,329	260,466	309,261	268,443	224,957	228,242	263,176	392,596	332,400	278,006	346,243	275,050	3,311,070
1885	259,223	239,139	313,914	271,527	290,976	304,463	349,285	344,700	360,348	372,613	412,563	284,319	3,793,005
1886	267,541	246,109	326,236	277,424	283,130	253,924	247,262	306,454	278,700	310,762	302,426		
<b>Philadelphia and Reading:</b>													
1882	192,216	217,161	244,423	258,674	283,596	254,285	283,725	414,707	443,964				

## AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July.	New York.	1868	85
Convert. (guar. by Dir.)	150,000	7			1868		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1865	50
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							Income bonds	61,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1865	97
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	86
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1893	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	948,000	7	P. M. A. & N.	"	1915	80 1/2
2d Mortgage	774,700	7	April & Oct.	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
1st Mortgage, Penn. "	2,324,900	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88
2d Mortgage	913,500	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
1st Mortgage, Buffalo Ext'n'n	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati, and Zanesville:						
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1888	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	688,000	8	April & Oct.	Portland.	1866	92	1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	93
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	587,000	8	March & Sept.	"	1876 1/2	
City of Portland Loan (Comp.)	1,000,000	6	Various.	N. Y., P. & B.	68-70		Hubbard Branch	105,600	7				
Baltimore and Ohio:							Clev., Palmyra and Ashtabula:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ja. Oc.	London.	1828		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Mortgage Coupon	1,852,000	6	April & Oct.	Baltimore.	1885	99 1/2	Dividend Mortgage	1,000,000	7			1880	
"	1850.	6	Jan. & July.	"	1880	97	Cleveland and Pittsburg:						
"	1855.	6	Jan. & July.	"	1875	97 1/2	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
"	1834.	6	Ja. Ap. Ja. Oc.	"	1867	100	3d Mort. (M. L.) or 2d Extension	1,619,600	7	"	"	1875	90
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	75
Bay de Noquet and Marquette:							River Line bonds	4,000	7			1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725					
Bellefontaine and Indiana:							Income bonds	8,500					
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	70-90	90	Clev., Columbus and Cin.:						
2d Mortgage	453,000	7	"	"	1870	82 1/2	1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	64-90	
Income bonds	87,000				1870		Cleveland and Toledo:						
Belvidere Delaware:							1st Mortgage	213,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85 1/2	2d Mortgage	146,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	600,000	6	March & Sept.	Princeton.	1885	86	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877		C. & T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (B. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	101
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
2d Mortgage	300,000	7	"	New York.	1865		Dividend	36,800		June & Dec.	New York.	1866	
3d Mortgage	100,000	6	Jan. & July.	Boston.	1870	97	Mortgage	248,000					
4th Mortgage	250,000	7	"	New York.	1870	90	Connecticut River:						
Sinking Fund	386,000	6	"	Boston.	1889	94	1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100 1/2	1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95
"	200,000	6	"	"	1879	97	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	103	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	7	Jan. & July.	New York.	1867	83 1/2
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,622,000	7	"	"	1881	87
Income in '92, '93, '94	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	7				
Special Erie and North-East	149,000	7	"	"	61-70		Toledo depot bonds	169,500	7				
Burlington and Missouri:							Funded Interest	34,230	7				
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60	Dayton and Western:						
Convertible bonds	800,000	7	Jan. & July.	"	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Old Road bonds	121,160	7	"	"			2d Mortgage	250,000	7	June & Dec.	"	40	
Camden and Amboy:							Delaware:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1876	90
American Loan	3,120	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1876	
Loan for \$500,000	211,600	6	"	"	1867	100	State Loan	170,000	6	"	"	1876	
"	354,100	6	"	"	1870	93	Delaware, Lackawanna and W'n:						
"	675,000	6	"	"	1875	92	1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
"	1,700,000	6	"	"	1883	90	1st Mortgage (R. Extension)	1,499,000	7	April & Oct.	"	1875	101
"	867,000	6	"	"	1889	88 1/2	2d Mortgage	2,516,500	7	March & Sept.	"	1881	101
Consolid. Mort. Loan \$5,000,000	4,430,400	6	"	"	1889	98	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1873	85	Income	348,000	7	Jan. & July.	"	1884	80
2d Mortgage	468,000	7	April & Oct.	"	1879	71 1/2	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1886	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1883	
1st Mortgage	800,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101 1/2	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	80
2d Mortgage	600,000	7	May & Nov.	"	1875	100 1/2	Construction bonds, 2d Div'n	660,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96 1/2
2d Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
3d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a y'r after 64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
4th Mortgage (S. F.)	950,000	7	"	"	1886	85	Essex Railroad Bonds	214,400	6			1876	
Income	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Charleston and Savannah:							1st Mortgage	970,000					
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000					
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,083					
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	977,400	6	Jan. & July.	Boston.	var.	94 1/2	State, 1st Lien	1,602,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	200,000					
Trust Mort. S. F., convertible	358,000	8	Jan. & July.	New York.	1883	111	1st Mortgage (after State)	100,000					
"	3,189,000	8	"	"	1883		Redeemable in Stock	66,960					
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		Easton and Hamilton:						
2d Mortgage, inconvertible	941,000	4 1/2	July.	Frankfort o. M.	1890		1st Mortgage	757,784	†			var.	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Erie and North-East:						
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	"	1868		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
C. B. & Q. Scrip	457,404		Jan. & July.	Frankfort o. M.			Evansville and Crawfordsville:						
Chicago and Alton:							Mortgage Bonds	1,000,000	7			1869	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1863	101	Mortgage Bonds	150,000	7			1881	82 1/2
2d Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102	Florida:						
Income Bonds	1,300,000	7	May & Nov.	"	1883	91	Internal Improvement (State)	1,555,000	7			1891	
							Free Land, 3d Mortgage	1,500,000	8			1891	



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Description.	Amount	Interest	Interest.		D	Price.	Description.	Amount	Interest	Interest.		D	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.:							Memphis and Charleston						
Internal Improvement (State).	\$300,000	7			1891		State (Tenn.) Loan	\$1,501,900	6	Jan. & July.	New York.	1890	
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"		
Galena and Chicago Union:							Michigan Central:						
1st Mortgage Coupon	1,983,000	7	Feb. & Aug.	New York.	1892	98	1st Mortgage Sterling	457,439	6	Jan. & July.	London.	1872	
2d Mortgage (S. F.) Coupon	1,986,000	7	May & Nov.	"	1875	98	1st Mortgage St'g (convertible).	500,000	8	March & Sept.	"	1869	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage (convert.) Dollar	1,995,500	8	"	N.Y. & Boston	1899	108 1/2
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1892	111 1/2
Great Western, Ill.:							1st Mortgage (S. F.) convertible	4,255,500	8	"	"	1892	111 1/2
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	Mich. Southern and N'n Indiana:						
" Eastern	2,350,000	7	Feb. & Aug.	"	1895	102	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1891	
Hannibal and St. Joseph:							Erie and Kalamazoo	87,000	7	March & Sept.	"	1892	
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	72-78	80	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1895	
Land Security	3,544,000	7	April & Oct.	"	1891	92	Goshen Air Line	681,000	7	"	"	1895	95
Convertible Bonds	825,000	7	Jan. & July.	"	1893	97	Detroit and Toledo	734,000	7	"	"	1876	90
Harriburg and Lancaster:							1st General Mortgage (S. F.)	4,885,000	7	May & Nov.	"	1895	99 1/2
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1893	100	2d General Mortgage	2,253,500	7	"	"	1877	95
Hartford and New Haven:							Milwaukee and St. Paul:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1893	90	1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1892	87 1/2
Houston:							2d Mortgage	1,500,500	7	April & Oct.	"	1894	82
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Real Estate Purchase	125,500					
Houston and Texas Central:							Milwaukee and Prairie du Chien:						
State (1st Lien) Loan	210,000						1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	90
Mortgage	125,000	7			1890		Minnesota and Pacific						
Hudson River:							Real Estate	1,300,000	7	Jan. & July.		1892	61
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	70-70 1/2	102	Mississippi Central:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1896	105	1st Mortgage	1,007,338	7				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	99	Mississippi Central and Tenn.:						
Convertible	1,002,000	7	"	"	1897	100	State (Tenn.) Loan	529,000	6				
Illinois Central:							Mississippi and Missouri:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1893		1st Mortgage (convertible)	1,000,000	7		New York		
Construction	6,668,500	7	April & Oct.	London.	1875		2d Mortgage (S. F.)	400,000	8		"		
Construction	2,523,000	6	"	New York.	1875	102 1/2	Oskaloosa Division	698,586	7	Jan. & July.	"	1875	18 1/2
Redemption bonds	2,568,000	6	"	"	1890		1st Land Grant	3,612,000	7		"		61
Sterling Redemption bonds	358,500	7	"	London.	1875		2d Land Grant	691,000			"		
Indiana Central:							Income Bonds	613,300					
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1893		Mississippi and Tennessee:						
2d Mortgage	264,000	10	"	"	100		Tennessee State Loan	98,000	6			1895	
Income	20,500						Mississippi State Loan	202,099	6				
Indianapolis and Cincinnati:							1st Mortgage	171,000	7			1876	
1st Mortgage	500,000	7	Jan. & July.	New York.	1893	100	Mobile and Ohio:						
2d Mortgage	400,000	7	"	"	1892	100	City (Mobile) Tax Loan	400,000	6				
Real Estate Mortgage	200,000	7		"	1893	68	Tennessee State Loan	674,890	4				
Ind., Pittsburg and Cleveland:							Alabama State Loan	339,410	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Income	1,508,070	8	Jan. & July.	New York.	1891	91 1/2
2d Mortgage	347,000	7	"	"			Sterling	978,084	4			1893	
Indianapolis and Madison:							Mississippi State Loan	200,970	6				
Mortgage	640,000	7	May & Nov.	New York.	1891	85	Montgomery and West Point:						
Jeffersonville:							Alabama State Loan	122,622	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1891	85	Mortgage (due 1890, '93 and '95)	350,000	8			1897	
2d Mortgage	892,000	7	April & Oct.	"	1873	70	Mortgage	450,000	8			1896	
Joliet and Chicago:							Morris and Essex:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1893		1st Mortgage (S. F.)	3,094,775	7	May & Nov.	New York.	1915	90
Joliet and N. Indiana:							Mississippi:						
1st Mortgage (guar.)	800,500	8	Jan. & July.	New York.	1874	105	1st Mortgage	249,000	7				
Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Mortgage (State endorsed)	1,500,000					
2d Mortgage	230,000	6	"	Augusta.	1891		Chas. and Olev. Subcs. (endors.)	231,000					
*Kentucky Centr. (Cov. and Lex.)							*New Albany and Salem:						
1st Mortgage	100,000	6					1st Mortgage	2,235,000	6				
1st Mortgage	200,000	7					N. Hav., N. Lond. and Ston'ton:						
2d Mortgage (convertible)	1,000,000	7					1st Mortgage (convertible)	200,000	6	Jan. & July.	New Haven.	1893	90
3d Mortgage	600,000	7					Extension	116,000	6	May & Nov.	"	1878	
Guaranteed by Covington	200,000	6					New Haven and Northampton:						
La Crosse, Viroqua & Mineral Pt.:							1st Mortgage	400,000	7	Jan. & July.	New Haven.	1890	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1893		1st Mortgage (H. & Hamp.)	103,000	6				
Lehigh Valley:							New Jersey:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95	Company's (various)	954,000	6	Semi-annually.	New York.	var.	
La Crosse and Milwaukee:							New London Northern:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Laekawanna and Bloomsburg:							Extension Bonds	72,500	6	March & Sept.	"	1895	
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1891		N. Orleans, Jackson and Gt. North:						
Lexington and Frankfort:							State (Miss.) Loan	284,000	8	Jan. & July.	New York.	75-78	
Mortgage, due 1890 and '74	79,000	6		Lexington.	69-74		1st Mortgage Coupon	2,741,000	8			1890	
Little Miami:							N. Orleans, Opelousa, and Gt. West:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1893	100	Louisiana State Loan	650,000	6				
Long Island:							New Orleans City Subscription	1,500,000	5				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	91	1st Mort. Construction	1,750,000	8			1899	
2d Mortgage	500,000	6	"	"	1870		New York Central:						
Extension Bonds	175,000	7	May & Nov.	"	1890		Premium (S. F.) Bonds	6,450,439	6	May & Nov.	New York.	1893	90 1/2
Long Dock Co.:							DB's of former Cos. outst'ding	100,000					
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	98	Funding (S. F.) Bonds	1,298,000	7	Feb. & Aug.	"	1876	104
Louisville and Frankfort:							Exchanged SV's (S. F.) Bonds	604,000	6	May & Nov.	"	1893	91
Louisville Loan	100,000	6	Jan. & July.	New York.	1891		" J.B. & N. F.	77,000	6	"	"	1893	87
Louisville and Nashville:							Real Estate (S. F.) Bonds	165,000	7	var.	"	1893	80
1st Mortgage Main Stem	1,664,000	7	Feb. & Aug.	New York.	72-77		Real Estate Bonds & Mortgages	149,916	7	"	"	1893	
Lebanon Branch 1st Mortgage	1,000	7			1895		"	45,569	6	"	"	1893	
Memphis Branch 1st Mortgage	281,000	7			70-75		Bonds of Aug. 1899, Convertible	460,000	7	Feb. & Aug.	"	1876	113
Hardstown and Louisville	80,000	7			1870		Bonds of Oct. 1893, (S. F.)	2,923,000	6	June & Dec.	"	1897	92 1/2
City of Louisville bonds	1,137,000				66-87		New York and Erie:						
Maine Central:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102
Loan \$1,100,000	1,092,900	6			70-81		2d Mortgage	4,000,000	7	March & Sept.	"	1879	101
Loan \$400,000	314,100	6			70-71		3d Mortgage	6,000,000	7	"	"	1893	97
McMinnville and Manchester:							4th Mortgage	4,441,000	7	April & Oct.	"	1890	91 1/2
State (Tenn.)	872,000	6					5th Mortgage	928,000	7	June & Dec.	"	1898	88 1/2
Mortgage	24,000	7					Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Marietta and Cincinnati:							Sterling Bonds	3,316,562			London.	1875	
1st Mortgage Bonds	2,388,338	7	Feb. & Aug.	New York.	1891	87	New York and Harlem:						
1st Mortgage Sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Beloto & Hooking Val. R. mort.	300,000						Consolidated	1,000,000	7	Feb. & Aug.	"	1897	90
Memphis, Clarksv. and Louisv.:							2d Mortgage	980,300	7	Jan. & July.	"	1897	98
State (Tenn.) Loan	910,000	6					New York and New Haven:						
Memphis and Ohio:							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1873	90
State (Tenn.) Loan	1,240,000	6					N. York, Providence and Boston:						
							1st Mortgage	500,000	6	Feb. & Aug.	New York.	75-79	

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$320,000	8	Mar. & Sept.		1887		State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
North-Eastern (S. O.):							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
1st Mortgage	700,000						Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
2d Mortgage	224,500						Mortgage (Registered)	504,000			"	1875	
Northern Central:							Richmond and Petersburg:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.			Mortgage bonds	219,000				'70-'75	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Rutland and Burlington:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	123
Y. and C. guar. by Balt. 2d Mort.	500,000	6	Jan. & July.	"	1877	91	2d Mortgage	927,500	7	"	"	1883	57 1/2
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85 1/2	3d Mortgage	440,000	7	"	"	1883	3
North Missouri:							Sacramento Valley:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90 1/2	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
North Pennsylvania:							2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	Sandusky, Dayton and Cincinnati:						
Chattel Mortgage	300,000	10	"	"	1887	117	1st Mortgage	981,000	7	Feb. & Aug.		1900	75 1/2
Northern (N. H.):							2d Mortgage	16,000	7	"		1886	
Bonds due 1884 and 1874	151,400	6	April & Oct.	Boston.	1874	92	3d Mortgage	148,000	7	"		1875	
Norwich and Worcester:							Six per cents	78,972	6	"		1875	
Mass. State Loan	196,000	6	Jan. & July.	Boston.	1877		Sandusky, Mansfield and Newark:						
Bonds for Dividend Scrip.	59,000	7	Feb. & Aug.	New York.	'64-'74		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	
Steamboat Bonds	98,000	7	Feb. & Aug.	"	'63-'70		Saratoga and Whitehall:						
Ohio and Mississippi:							1st Mortgage	250,000	7	April & Oct.	New York.	1888	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89	1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1886	
1st Mortgage—Western	850,000	7	"	"	1872		Seaboard and Roanoke:						
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage	300,000	7	"		1880	
Orange and Alexandria:							2d Mortgage	75,000	7	"		1870	
1st Mortgage	400,000	6	May & Nov.	New York.	1886		South Carolina:						
2d Mortgage or 1st Extension	1,300,000	6	Jan. & July.	"	1875		State Loan	187,000	6	"		1888	
2d Extension	800,000	8	May & Nov.	"	1873		Domestic Bonds	251,500	6	Jan. & July.		'78-'74	
Ogdensburg & Lake Champlain:							Domestic Bonds	612,500	7	April & Oct.		'69-'91	
1st Mortgage	1,404,000	7	April & Oct.	Boston.	1869	90 1/2	Steril. Skg. Rd. bds after Jan. 1, '70	236,111	5	Jan. & July.	London.	1886	
2d Mortgage (now stock)						71	Southern Mississippi:						
Oswego and Syracuse:							1st Mortgage	500,000					
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80		South-Western (Ga.):						
Pacific (Mo.):							1st Mortgage	681,000				1875	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	98 1/2	South-West Pacific:						
Construction Main Line	1,500,000	7	"	"	1885	92 1/2	Mortgage	2,000,000					
St. Louis County bonds	700,000	7	"	"	1885		Steuern and Ind. (P. C. and C.)						
Panama:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101 1/2	Sunbury and Erie:						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mort. (Sunbury to W. Mass't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'77	
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	76	Syracuse, Binghamton and N. Y.:						
Pennsylvania:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99 1/2	St. Louis, Alton & Terre Haute:						
2d Mortgage	2,021,000	6	April & Oct.	"	1878	98	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
2d Mortgage Sterling	2,293,840	6	"	London.	1875		" (series B)	1,100,000	7	April & Oct.	"	1894	"
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
Penobscot and Kennebec:							" (series D)	1,400,000	7	May & Nov.	"	1894	"
Bangor City 1st Mortg. (Coupon)	651,000	6	April & Oct.	Boston.	'74-'75		" Income (series E)	1,700,000	7	"	"	1894	75
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		Toledo, Peoria & Warsaw:						
Petersburg and Lynchburg (S. Side):							1st Mortgage	1,600,000	7	June & Dec.	New York.	894	
State (Va.) Loan (S. F.)	800,000	7	"				1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1886	
1st Mortgage (1859-'70-'75)	365,000	6	"			var.	Toledo and Wabash:						
2d Mortgage (1862-'70-'72)	378,000	6	"			var.	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1885	89 1/2
Special Mortgage (1866-'68)	175,000	6	"			var.	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1885	"
Last Mortgage (1861 to 1869)	123,500	8	"			var.	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
Phila. Gorman'n and Norris'n:							2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	106	Sinking Fund Bonds	152,355	7	"		86	
Convertible Loan	292,500	6	"	"	1885	119	Equipment bonds	600,000	7	"		68	
Philadelphia and Reading:							Vermont Central:						
Bonds of 1886 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1887		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110 1/2
" 1886	192,400	5	"	"	1880		2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
" 1849	2,695,000	6	April & Oct.	"	1870	96 1/2	Vermont and Massachusetts:						
" 1861	106,000	6	Jan. & July.	"	1871	92 1/2	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	888	95 1/2
" 1843	1,525,800	6	"	"	1880	91 1/2	Vermont Valley:						
" 1844	804,000	6	"	"	1880	90 1/2	1st Mortgage	386,000	7	April & Oct.		1880	
" 1845	101,000	6	"	"	1880	90 1/2	1st Mortgage	114,000	6	"		1880	
" 1849	67,000	6	"	"	1880	90 1/2	2d Mortgage	283,200	7	"		1880	
" 1867 (convertible)	415,500	6	"	"	1886	104 1/2	Virginia Central:						
" 1866	60,000	7	"	"	1886		Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Phila. Wilmington and Baltimore:							Mortgage (coupons)	206,500	5	"	Rich'm'd &	1872	
Mortgage Loan	406,000	6	Jan. & July.	Philadelphia.	1884	98 1/2	Mortgage (coupons)	988,000	6	"	New York.	1884	
Pittsburg and Connellsville:							State Loan 1859-'60	210,000	6	"	Richmond		
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	'89	74 1/2	Coupon bonds of 1885	33,000	8	"	"	1876	
Pittsburg, Ft. Wayne and Chicago:							Funding Interest bonds	88,125	8	"	"	'70-'77	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101 1/2	Dividend bonds	122,613	6	"	"	'55-'75	
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	Bonds not secured by mort.	61,584	6	"	"	due	
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Virginia and Tennessee:						
" (series D)	875,000	7	April & Oct.	"	1912	"	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
" (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	500,000	6	"	New York.	1872	
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
2d " (series G)	860,000	7	Jan. & July.	"	1912	94	Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg.	var.	
" (series H)	860,000	7	Feb. & Aug.	"	1912	"	Warren (N. J.):						
" (series I)	860,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series K)	860,000	7	April & Oct.	"	1912	"	Warwick Valley, N. Y.:						
" (series L)	860,000	7	May & Nov.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series M)	860,000	7	June & Dec.	"	1912	"	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
3d " (series N)	2,000,000	7	April	"	1912	83	Watertown and Rome:						
Bridge Bonds	188,500	7	May & Nov.	Philadelphia.	1876		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Pittsburg and Staubenville:							Western (Mass.):						
Mortgage	800,000	7	Feb. & Aug.	New York.	1886	75	Sterling (£899,000)	4,219,520	5	April & Oct.	London.	'88-'71	
Potomac and Watertown:							Dollar Bonds	950,000	6	"	Boston.	1875	99 1/2
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100 1/2
Quincy and Chicago:							Elmira and Williamsport:						
1st Mortgage	1,230,000						1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Racine and Mississippi:							Wilmington and Manchester:						
1st Mortgage (Eastern Division)	680,000	8	"	New York.			1st Mortgage	596,000	7	May & Nov.	New York.	1886	
1st Mortgage (Western Division)	757,000	8	"	"	1875	85	2d Mortgage	200,000	7	"	"	1872	
Salem and Gaston:							Wilmington and Weldon:						
Coupon	100,000						Mortgage payable in England	443,555	6	Jan. & July.	London.	1868	
Richmond, Fred. and Potomac:							Sterling, issued in 1868	144,500	6	"		1868	
Sterling (£207,000)	324,000	6	"		1860		Company's endorsed by State.	180,000	6	"		1873	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Road operated, incl. road leased, etc.	Mileage run by loco. motives with trains.	Gross.	Net.	Dividends.	Price of	
						Passenger.	Freight, etc.		Railroad Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.							
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. & S.	\$		
ALABAMA.																						
30 Jun. '60	65.0	—	—	50.6	—	—	Alabama and Florida	1,451,336	—	—	877,963	508,590	105,255	1,515,704	54.0	—	181,102	87,906	—	—		
28 Feb. '69	30.3	—	—	58.1	2	2	Alabama and Mississippi	451,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—		
31 May '60	109.6	—	—	67.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,620	111,232	—	—		
30 Jun. '69	57.0	—	—	171.3	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	57.0	250,791	76,778	21,066	—	—		
1 May, '61	469.3	13.5	—	49.4	40	28	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	1,402,858	606,370	—	—			
19 Feb. '60	58.5	28.4	—	—	23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,508	118.9	—	505,156	260,209	6	—		
ARKANSAS.																						
3 Nov. '55	38.5	—	—	107.5	—	—	Memphis and Little Rock	553,877	—	—	351,524	448,000	10,725	811,949	—	—	—	—	—	—		
CALIFORNIA.																						
30 Dec. '60	22.5	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,804	—	—		
CONNECTICUT.																						
31 July '65	23.8	—	1.9	—	6	5	Danbury and Norwalk	345,798	65,483	8,256	306,900	100,000	—	—	23.8	53,856	103,333	26,249	3	—		
31 Jan. '66	122.4	—	17.7	75.1	18	20	Hartford, Provid. and Fishkill	3,902,856	302,511	—	2,087,940	1,988,740	—	—	122.4	310,433	644,726	166,189	—	—		
30 Nov. '66	61.4	—	10.2	—	25	42	Hartford and New Haven	3,129,047	—	3,129,047	3,000,000	927,000	—	3,927,000	75.2	—	1,561,804	633,483	12	175		
31 Dec. '65	74.0	—	8.9	—	10	12	Housatonic	2,439,775	—	347,819	2,000,000	272,500	150,848	2,787,594	124.0	—	192,889	478,095	65,463	—		
31 Dec. '65	57.0	—	2.0	—	8	11	Naugatuck	1,456,639	—	—	1,100,000	295,000	34,066	1,499,074	62.0	159,074	419,469	135,922	10	—		
28 Feb. '66	50.0	—	2.6	—	8	10	N. Haven, N. London and Ston.	1,454,040	—	—	738,533	764,000	—	—	62.0	—	67,143	—	—	—		
30 Nov. '65	85.0	5.5	—	—	4	3	New Haven and Northampton	2,379,608	—	2,379,608	1,224,100	650,000	—	1,874,100	30.0	60,067	79,556	—	—			
30 Nov. '65	100.0	—	—	—	14	16	New London Northern	655,805	—	—	895,000	353,283	122,500	1,870,783	100.0	228,845	332,570	58,064	8	86		
31 Mar. '65	61.3	1.0	63.8	—	34	77	412 New York and New Haven	4,656,302	970,220	855,455	5,000,000	2,000,000	140,785	8,081,131	117.4	629,209	1,982,213	549,834	9	118		
30 Nov. '65	59.4	7.0	6.2	—	19	19	456 Norwich and Worcester	2,463,983	149,711	668,868	2,363,900	558,000	6,112	3,390,337	66.4	866,149	750,678	250,528	10	115		
DELAWARE.																						
31 Oct. '60	84.3	—	10.7	—	—	—	Delaware	1,552,257	—	—	406,132	670,000	271,877	1,007,884	84.3	136,631	138,970	41,460	—	—		
31 Oct. '62	16.2	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	5,024	749,544	6.0	—	27,283	10,290	9	—	
FLORIDA.																						
30 Apr. '60	32.0	—	3.0	13.0	3	1	Florida and Alabama	532,791	30,636	—	191,455	195,000	75,594	619,112	32.0	—	7,857	3,535	—	—		
— '62	59.9	—	5.0	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—		
— '62	100.0	3.9	10.0	163.5	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	29.4	—	—	—	—	—		
GEORGIA.																						
30 Jun. '66	56.7	—	—	—	16	6	85 Atlanta and West Point	1,263,079	—	96,462	1,232,700	36,500	22,721	1,296,541	56.7	—	415,411	54,645	4	—		
— '62	92.6	—	8.7	70.9	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—		
31 Dec. '60	53.0	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	753,700	129,500	—	—	53.0	—	168,958	95,612	—	—		
30 Apr. '60	43.5	—	—	—	23.7	—	Brunswick and Florida	755,000	—	—	151,887	—	—	—	31.0	—	—	—	—	—		
30 Nov. '60	191.0	—	—	—	53	62	697 Central of Georgia (and Bank)	4,366,800	—	—	4,266,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—		
31 Mar. '60	171.0	61.0	—	—	—	—	Georgia (and Bank)	4,156,000	—	1,008,650	4,156,000	812,500	—	5,168,550	232.0	—	1,160,199	528,048	8	—		
30 Nov. '60	102.5	—	—	—	19	16	171 Macon and Western	1,500,000	—	—	1,500,000	—	12,295	1,568,976	102.5	226,241	404,613	212,676	19	—		
31 July '59	50.0	—	—	—	7	2	107 Muscogee	774,244	102,534	—	669,960	240,000	—	1,026,868	50.0	—	202,714	110,518	5	—		
1 May, '58	68.1	—	—	—	3	4	33 Savannah, Albany and Gulf	1,385,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—		
31 July '60	106.1	100.8	16.2	—	18	22	201 South Western	3,770,425	—	—	2,921,900	895,500	19,913	3,822,913	228.8	—	—	388,858	13	—		
30 Sep. '59	138.0	—	—	—	52	24	705 Western and Atlantic	5,901,497	—	—	—	—	—	—	138.0	—	882,343	454,541	—	—		
ILLINOIS.																						
31 Dec. '66	280.0	—	—	—	67	32	1,098 Chicago and Alton	11,108,622	—	2,172,382	6,311,900	3,983,000	498,049	12,296,904	280.0	1,934,115	3,095,153	1,484,616	94	1074		
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142 Chic., Burlington and Quincy	12,777,552	3,670,210	2,070,679	10,933,010	5,754,406	204,207	17,518,440	300.0	2,083,580	5,175,563	2,799,435	31	123		
31 May '65	242.0	688.0	—	—	154	94	2,145 Chicago and Northwestern	37,323,791	—	2,356,690	26,155,641	12,020,483	825,398	39,680,462	242.0	—	6,820,750	1,802,272	—	—		
31 Mar. '66	181.8	—	—	—	65	71	1,305 Chicago and Rock Island	8,050,132	—	2,285,632	6,500,000	1,448,000	—	10,315,764	224.0	1,234,561	3,154,296	1,442,781	10	90		
31 May '63	174.5	5.5	14.3	—	21	22	504 Great Western	4,039,561	—	—	1,948,561	2,380,000	—	4,214,542	170.0	—	742,097	377,476	—	—		
31 Dec. '65	454.8	252.5	—	—	150	82	3,546 Illinois Central	20,951,453	—	10,323,328	23,415,780	12,144,000	—	41,478,280	453.8	3,608,982	6,546,741	2,175,447	10	115		
31 Dec. '65	118.0	—	—	—	112	15	6	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,354	1,600,000	114,982	4,970,931	111.0	224,563	680,383	250,159	—	—	
31 Dec. '65	195.0	14	12.2	—	46	30	1,002 St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	206.0	—	2,240,744	488,558	—	—		
INDIANA.																						
31 Aug. '65	182.0	—	—	—	41	23	765 Chicago and Great Eastern	—	—	—	4,390,000	5,800,000	—	—	224.0	—	—	—	—	—		
31 Dec. '62	72.4	—	—	—	11	10	187 Evansville and Crawfordsville	2,312,244	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,129	240,720	—	—		
31 Dec. '62	72.4	—	—	—	19	17	266 Indiana Central	1,667,039	274,081	25,641	1,611,050	1,254,500	15,900	2,102,761	109.0	—	442,802	158,541	—	—		
31 Dec. '58	89.5	20.2	—	—	23	19	313 Indianapolis and Cincinnati	2,497,962	540,403	—	2,589,969	1,639,900	140,689	3,468,108	110.0	—	448,568	230,334	9	824		
31 Dec. '64	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	240,232	1,972,000	997,000	106,879	2,975,878	84.0	384,839	771,760	307,832	—	—	
1 Dec. '62	78.0	—	11.0	—	15	14	201 Jeffersonville	1,549,518	—	—	1,015,907	621,000	—	2,175,228	108.0	312,850	527,963	238,156	—	—		
31 Mar. '64	86.0	46.0	3.0	—	17	10	268 Indianapolis and Madison	1,464,347	—	—	919,900	640,000	—	1,588,703	132.0	—	315,172	117,941	6	100		
— '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	—	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	646,827	371,400	—	—	
30 Nov. '65	73.0	—	—	—	26	25	564 Terre Haute and Indianapolis	1,988,160	—	967,278	1,928,150	60,000	218,000	2,965,428	73.0	411,278	1,948,726	506,671	12	150		
IOWA.																						
30 Apr. '66	75.5	—	—	176.5	11	8	276 Burlington and Missouri River	3,215,917	—	255,796	1,541,804	1,902,110	7,717	3,451,712	75.5	129,925	468,740	181,417	—	—		
31 Dec. '66	142.5	—	—	174.0	16	9	211 Dubuque and Sioux City	5,257,043	—	172,100	3,692,123	960,000	653,958	5,429,257	155.5	819,380	805,271	237,361	—	—		
1 Jan. '68	38.5	—	—	101.3	4	1	64 Keok. Ft. Des Moines & Minn.	1,067,876	82,499	—	921,449	670,000	—	—	38.5	11 mo's	453,821	21,268	—	—		
30 Jun. '65	135.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	10,715,562	—	—	3,452,300	7,145,282	119,000	10,715,562	350.0	—	—	—	—	—	
KENTUCKY.																						
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,990,000	337,582	4,735,993	111.9	—	435,408	227,537	—	—	
30 Jun. '66	28.0	—	—	—	—	—	—	Lexington and Frankfort	605,286	—	71,000	514,646	79,000	8,644	729,257</							

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.						Earnings.				Price of shares.	
	Main Line	Lateral and Branch Lines	2nd Trunk and Sidings	Road in progress or projected	Engines	Cars.			Property and Assets.			Liabilities.			Total, incl. all other assets and liabilities	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
						Passenger	Freight, etc.		Railroad and appurtenances	Rolling-Stock	Other Assets	Share Capital paid in	Bonds and Mortgage Debt	Other Liabilities				Gross.		Net.
M.	M.	M.	M.	No.	No.	No.													P. c.	
<b>MAINE.</b>																				
30 Nov. '02	55.0				0	4	74	Androscoggin	1,080,000			151,833	444,633	205,584	757,381	63.5	79,761	43,461		
30 Jun. '03	140.0		25.0		41	17	349	Atlantic and St. Lawrence	7,654,089			2,494,900	3,471,560	1,985,870	7,962,330	148.0	878,873	1,116,113	177,878	
31 Dec. '03	68.0	9.5	8.0		12	11	120	Portland and Kennebec	3,000,000			1,000,000	2,000,000		3,000,000	100.5	274,410	580,316	97,709	
31 May, '03	99.7				13	15	233	Maine Central	4,212,201		57,091	1,447,060			4,301,457	109.2	171,568	489,592	219,302	
31 May, '03	51.3				12	6	119	Portland, Saco and Portsmouth	1,491,207		100,000	1,500,000			1,900,004	51.3	161,058	450,222	236,747	
<b>MARYLAND.</b>																				
30 Sep. '04	279.0	7.2			221	100	5,000	Baltimore and Ohio	31,371,451	3,321,753	14,899,360	16,151,922	9,420,530	1,022,969	39,633,113	299.8	3,493,278	5,577,092	5,307,183	
30 Sep. '04	30.0							Washington Branch	1,040,000			1,040,000			2,217,477	39.0		864,481	258,562	
31 Dec. '03	138.0	4.0	25.0		60	65		Northern Central	9,247,136	1,104,744	1,692,961	4,618,900	5,211,244	1,639,780	12,044,941	281.0	1,642,015	3,315,510	1,328,793	
<b>MASSACHUSETTS.</b>																				
30 Nov. '03					18	18	60	Boston, Hartford & Erie	12,519,917	412,396		11,877,000	3,201,350	47,990	20,126,330	94.9	113,400	84,579		
30 Nov. '03	26.8	1.8	16.5		20	41	644	Boston and Lowell	2,465,434	183,348	521,732	1,830,000			3,170,511	70.9	480,176	999,992	176,288	
30 Nov. '03	74.3	8.9	80.4		38	80	744	Boston and Maine	3,982,547	446,557	551,206	4,076,974			6,010,730	104.3	775,454	1,575,320	498,499	
30 Nov. '03	47.0	7.0	45.0		30	63	330	Boston and Providence	3,162,600	207,400	567,091	3,360,000			3,917,061	61.8	441,186	1,190,784	384,644	
30 Nov. '03	44.0	24.0	62.6		36	68	386	Boston and Worcester	4,082,584	487,416	1,239,310	4,500,000			401,519	6,769,510	58.9	729,470	1,914,729	490,201
30 Nov. '03	40.0	1.1	2.7		7	17	84	Cape Cod Branch (par 60)	907,700	123,866	61,983	721,928			11,050	1,093,900	47.1	86,510	202,097	68,027
30 Nov. '03	60.0	3.4	11.9		14	25	205	Connecticut River	1,747,166	189,816	380,144	1,660,000			594	2,337,115	53.4	255,853	617,143	177,322
30 Nov. '03	44.1	50.4	33.1		38	82	579	Eastern	4,482,999	506,090	407,611	5,378,300	1,848,400	271,300	5,426,700	94.5	805,800	1,422,167	477,714	
30 Nov. '03	61.0	42.5	78.1		39	38	472	Fitchburg	3,190,361	380,149	456,729	3,540,000			4,006,729	28.5	477,103	1,107,444	347,247	
30 Nov. '03	14.0		2.5		3	4	40	Fitchburg and Worcester	234,774	40,226		247,800		2,000	20,492	275,012	14.0	87,740	82,974	26,900
30 Nov. '03	124.3		2.3		2	4	20	Lowell and Lawrence	332,883	30,276	7,927	300,000		75,000	3,558	370,185	(Op. by Boston & Lowell)			
30 Nov. '03	14.8	17.4			11	18	219	Nashua and Lowell	558,919	96,884	114,823	600,000		25,900	773,226	41.6	215,731	441,504	90,966	
30 Nov. '03	20.1	1.2	1.2		4	19	70	New Bedford and Taunton	483,582	46,018	184,000	500,000		184,000	684,000	36.7	72,492	259,107	71,332	
30 Nov. '03	130.5	10.5	30.5		32	74	621	Old Colony and Newport	6,896,571	334,503		4,848,300	2,141,000	388,000	7,347,300	141.0	668,552	1,332,307	509,790	
30 Nov. '03	18.6		7.0		1	3		Pittsfield and North Adams	432,430	11,247		450,000			450,000	15.6	50,880	114,107	31,164	
30 Nov. '03	43.4	1.0	17.5		17	20	245	Providence and Worcester	1,453,596	302,708	48,000	1,750,000		55,000	1,805,000	44.4	293,190	701,147	163,414	
30 Nov. '03	16.9		1.7		8	4	197	Salem and Lowell	380,284	33,729	7,158	428,205			471,171	(Op. by B. & L. Co.)			17,500	
30 Nov. '03	11.1	0.6	1.2		8	12	76	Taunton Branch	210,273	39,737	33,595	283,000			283,000	11.7	50,270	243,676	62,826	
30 Nov. '03	6.1		36.5					Troy and Greenfield				923,942			923,942	(Referred to the C. commonwealth.)				
30 Nov. '03	69.3	8.0	5.5		11	18	130	Vermont and Massachusetts	2,289,080	207,343	117,892	2,390,000			2,390,000	77.3	158,121	436,965	140,645	
30 Nov. '03	153.1	17.3	144.4		89	72	1,380	Western (incl. Alb. & W. S. etc.)	10,087,212	880,116	5,223,176	11,790,899	5,946,020		17,190,563	156.1	1,899,082	3,982,017	1,406,791	
30 Nov. '03	45.7		10.0		11	14	225	Worcester & Nashua (par 53)	1,025,000	116,000	113,535	1,141,000		13,196	1,255,385	45.7	250,869	474,362	178,965	
<b>NEW HAMPSHIRE.</b>																				
31 Mar. '03	93.1	5.6			14	10	232	Boston, Concord and Montreal	2,350,000		249,233	1,800,000	1,060,000	81,216	3,199,233	93.5		422,929	134,871	
30 Nov. '03	53.6	8.0			18	16	246	Cheshire	2,787,442		189,907	2,088,225	677,400		2,967,749	76.6	417,001	629,823	101,259	
31 Mar. '03	34.5				21	22	404	Concord (par 50)	1,000,000		171,776	1,500,000			1,671,776			151,863		
31 Mar. '03	28.9		2.8		2			Manchester & Lawrence	825,000		62,527	1,000,000			1,062,527	121.4	527,384	867,987	101,242	
31 Mar. '03	29.3				2	4	80	Merrimack and Conn. Rivers	683,245			596,588	568,000							
31 Mar. '03	69.2	13.0	12.5		23	12	458	Northern New Hampshire	3,068,400		740,296	3,068,400	151,400	254,341	3,508,096	82.2	387,789	615,728	215,973	
<b>NEW JERSEY.</b>																				
31 Dec. '03	64.2	11.0	8.1		74	95	171	Belvidere Delaware	3,425,078			997,112	2,193,000	289,472	3,449,585	75.2		598,459	141,448	
31 Dec. '03	61.3	42.4	74.9					Camden and Amboy	9,475,365		4,316,144	6,842,200	10,169,472	175,000		134.2		6,274,637	1,702,559	
31 Dec. '03	60.2							Camden and Atlantic	1,855,941			1,062,748	1,034,716	145,562	2,940,871	60.2		283,638	94,067	
31 Dec. '03	74.0	12.0	74.0		55	82	1,071	Central of New Jersey	11,849,791	1,333,773	628,171	10,685,949	1,034,716	145,562	12,866,228	108.0	1,357,978	3,034,390	1,287,950	
31 Dec. '03	63.0			45.5	24	43	274	Morris and Essex	1,467,292		145,427	3,109,050	3,084,778	108,104	6,692,719	53.0	314,000	680,456	166,670	
31 Dec. '03	31.3				35	98	180	New Jersey	8,890,529	817,568	1,504,566	6,000,000	355,000		6,612,449	58.0	683,032	1,770,892	789,015	
31 Dec. '03	21.3				2	6	17	Northern New Jersey	461,642			165,800	200,000	64,621	480,321	31.2	103,515	155,042	26,574	
31 Dec. '03	65.0	16.0						Barlton and Delaware Bay	3,975,499			2,520,700	1,498,300	664,886	4,684,385	81.1		320,644		
31 Dec. '03	18.2							Warren	2,008,300			1,408,300	600,000		2,608,300	19.2		272,665	113,133	
31 Dec. '03	38.5							West Jersey	1,585,483			588,400	400,000	288,000	1,376,400			255,595	66,593	
<b>NEW YORK.</b>																				
30 Sep. '03	82.0		4.5	58.0	9	12	153	Albany & Susquehanna	3,183,066	198,900		1,004,145	1,016,789	173,722	2,794,007	82.0	65,472	175,729	88,064	
30 Sep. '03	142.0		13.0		28	32	411	Buffalo, New York and Erie	5,399,085			960,000	2,850,000	Leased	3,400,000	88.8	499,448	2,268,084	687,228	10
30 Sep. '03	88.3	18.5			34	37	697	Buffalo and State Line	2,267,838	516,576	690,000		2,000,000	1,200,000						
31 Dec. '03	480.0	97.0	53.0		332	153	3,335	Erie	17,436,351	5,645,544	25,106,880	22,870,982	4,290,762	58,251,985	807.0	6,839,028	15,434,775	5,066,511	4	
30 Sep. '03	34.0	128.2			75	162	711	Hudson River	18,250,299	2,014,287		6,658,250	7,762,840	1,167	15,264,586	150.0	1,002,275	4,452,380	994,669	8
30 Sep. '03	97.0	13.0	10.0		17	43	146	Long Island	2,267,162	361,312		1,928,716	932,000		2,860,716	107.0	863,519	568,406	333,000	8
30 Sep. '03	240.8	28.1	432.8		276	292	3,300	New York Central	27,612,534	6,521,877	9,935,092	25,550,000	12,868,904	815,170	44,119,904	262.2	6,607,261	14,306,766	3,207,112	6
30 Sep. '03	130.8	2.1	65.0		43	63	367	New York and Harlem	9,708,611	1,479,987	1,047,100	6,556,000	6,938,045		12,683,095	164.0	1,592,080	3,609,728	422,348	9
30 Sep. '03	118.0	4.0	18.0		26	25	353	Ogdensburg & L. Champlain	3,850,072	551,561		3,077,000	1,494,900		4,581,024	122.0	369,920	707,521	45,370	6
30 Sep. '03	18.0		0.5	10.5				Oswego and Rome	555,580			296,300	222,000	157,080	555,580					
30 Sep. '03	34.3																			



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends	Price of share.	
	Main Line.	Lateral and Branch Lines	Trunk and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.					
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.	Net.									
M.	M.	M.	M.	No.	No.	No.																			
PENNSYLVANIA.																									
31 Jan. '06	44.0			136.0	13	11	113	Allegheny Valley	2,350,722	232,046	293,573	1,943,400	614,000	318,542	2,876,342	44.0	184,201	356,277	123,502						
31 Dec. '05	387.0	103.0		117.0	139	98	98	Atlantic and Great Western	46,006,475		1,454,305	13,441,150	30,000,000	1,795,688	45,000,780	430.0	2,847,709	5,111,233	2,125,200						
30 Sep. '05	65.0	2.5	4.0		21	9	418	Catawissa	8,834,000			3,850,000	279,000		8,029,000	69.6	240,413	370,223	149,587						
31 Oct. '05	74.0		5.4		13	12	106	Cumberland Valley	1,592,337		519,450	1,316,900	470,800	61,497	2,102,397	74.0	180,998		140,779						
31 Oct. '05	118.0	4.0	59.0		85	17	3,070	Del., Lackawanna and West'n	7,583,700	2,663,113		10,247,060	8,491,500	742,585	14,481,135	294.6	1,437,353	1,733,320	88,671						
31 Dec. '05	36.0	1.7	7.7		9	6		East Pennsylvania	1,273,765	161,589		604,400	695,400	44,888	1,347,588	37.7	161,484	380,743	201,072						
31 Dec. '05	78.0		10.0		18			Elmira and Williamsport	2,620,000			1,000,000	1,620,000	Leased to North. Cen.	302,972		990,978								
31 Oct. '05	18.5		8.0					Erle and Northeast	700,000			600,000	400,000		1,000,000	18.5	149,538	454,480	188,683						
31 Oct. '05	81.0	2.0	4.3		13	11	349	Erle and Pittsburg	1,696,921	477,016		664,800	1,250,000	300,000	2,314,300	83.0	176,032	490,220	192,200						
31 Oct. '05	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	36.0	oper. by Penn. R.R. Co.								
31 Oct. '05	32.0		1.3	44.0	4	2	14	Hempfield	1,616,469	41,341		1,809,565	800,000	100,000	2,409,565	32.0	80,876	58,829	1,196						
31 Oct. '05	44.0	14.5	11.7		16	2	133	Huntingdon and Broad Top	2,089,325			685,130	1,435,082	389,513	2,510,880	68.6	178,778	362,213	78,702						
31 Oct. '05	80.0	2.0	34.5		20	6	1,273	Lackawanna and Bloomsburg	3,785,618	40,714		1,335,000	2,776,725	121,409	3,785,134	82.0	173,037	683,016	60,201						
31 Oct. '05	70.0	17.5	64.0		62	12	2,773	Lehigh Valley	7,604,058	2,037,526		6,682,250	1,477,000		8,109,250	67.6	647,090	3,049,900	1,861,630						
31 Oct. '05	28.3	6.0	8.0					Little Schuylkill	1,466,253			2,646,100	906,000		3,624,656	oper. by Reading R.R.									
31 Oct. '05	130.5	63.3			31		61	Mine Hill and Schuylk. Haven	3,708,300			3,708,300			3,708,300										
31 Oct. '05	55.6	14.2	13.9		23	22	636	North Pennsylvania	5,671,164	605,004	198,081	3,150,150	3,108,785	218,586	6,229,199	69.9	318,361	875,064	412,549						
31 Dec. '05	364.3	33.7	473.4		352	141	5,999	Pennsylvania	28,454,310	3,376,024	14,041,463	20,000,000	16,760,124	3,661,447	45,850,796	339.2	6,044,300	17,439,169	4,180,111						
31 Oct. '05	17.0	3.0	22.0		18	42	119	Phila., Germantown & Norristown	1,159,079	288,459		1,476,300	183,000		1,659,300	24.0	811,091	666,739	386,276						
31 Oct. '05	237.6		55.0		89	38	1,116	Phila. and (Sunbury) Erie	17,652,706			5,069,450	13,000,000	2,000	18,071,450	oper. by Penn. R.R. Co.									
30 Nov. '05	93.0	59.5	233.3		254	63	7,032	Philadelphia and Reading	22,230,945	3,765,774	4,561,353	20,240,673	6,900,633		30,608,075	471.3	3,688,309	11,149,319	4,812,371						
31 Oct. '05	96.0		33.6		152	85	988	Phila., Wilmington and Trenton	1,336,386		245,098	999,200	200,000		1,199,200	28.2	177,433	1,030,438	345,591						
31 Oct. '05	59.5		11.4	89.5	12	11	84	Pittsburg and Balt.	8,362,122	744,425		8,073,300	516,000	452,896	10,609,747	197.0	981,466	884,906	1,046,904						
31 Dec. '05	463.3	18.0	123.0		189	119	2,337	Pittsburg and Connellsville	2,361,564	198,320		1,774,773	1,500,000	64,209	3,784,101	72.0	272,698	394,368	130,891						
31 Dec. '05	28.0		6.2		8			Shamokin Valley & Pottsville	23,154,351		3,302,312	9,312,442	12,678,000	1,597,620	26,545,999	453.3	4,623,078	8,489,002	3,238,647						
31 Oct. '05	26.4		3.2		8	13	31	Westchester & Philadelphia	1,331,640	145,557		500,000	791,597	Leased to North. Cen.	144,006	816,498	116,000								
31 Oct. '05	30.0		4.4		7	8	238	Tioga	821,200	212,788		684,036	992,300	180,840	1,777,170	26.4	138,576	247,240	200,599						
31 Aug. '05	62.0		4.0		16	18	140	N. Y., Providence and Boston	2,568,000			1,755,251	500,000			62.0	340,000	625,641	169,828						
SOUTH CAROLINA.																									
31 Dec. '05	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,265	195,266	197,906	1,009,536	61.9		258,393	151,636						
31 Dec. '05	109.6				13	9	176	Charlotte and South Carolina	1,719,046			1,201,000	884,000			109.6									
1 Jan. '06	143.2	21.3						Greenville and Columbia	2,439,799	324,161		1,429,008	1,145,000	345,540		164.5		341,190	135,971						
28 Feb. '06	102.0							North-Eastern	2,011,682			955,743	960,410	108,172	2,967,825	102.0		220,014	96,145						
31 Dec. '05	106.0				47	34	343	South Carolina	8,511,987		549,110	5,819,276	3,634,798	447,491	9,827,976	242.0		1,312,738	887,332						
TENNESSEE.																									
30 Sep. '06	47.6							Central Southern (Tenn.)	1,021,439	53,153		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187						
1899	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,337			1,289,673	2,020,000	200,000		140.0		518,718	187,466						
1899	140.0		8.0		10	10	123	East Tennessee and Virginia	2,310,033	166,264		535,664	1,902,000	390,407		130.3	160,142	297,908	149,167						
30 Jun. '06	271.6	19.4	20.0		62	41	348	Memphis and Charleston	5,966,200	844,294	448,922	5,121,725	2,886,990	1,462,314	11,008,991	221.0	406,061	1,274,307	624,142						
1899	271.6	18.0	20.0		62	41	348	Memphis and Ohio	2,269,287	141,144		570,000	1,861,000	145,000											
1899	100.0		80.6	56.8	0	5	242	Memphis, Clarksville & Louisv.	2,000,000	100,500		298,721	740,000												
1899	69.0		40.1	7	1	5	46	Mississippi and Tennessee	1,137,400			796,285	564,949	319,518		59.4	69,970	177,256	60,029						
1899	47.4		2.3		4	6	46	Mississippi Central and Tenn.	892,710	89,008		817,447	682,500	22,309		47.4	54,178	83,129	44,000						
1899	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	59,916		144,994	406,000	5,000		34.2	30,000	28,806	13,392						
30 Nov. '06	149.7	44.0	7.9		59	17	319	Nashville and Chattanooga	3,892,832			2,056,544	1,781,000		159.0		734,113	837,254							
1899								Nashville and Northwestern		76,016		595,922	890,000	204,544		45.8	57,950	127,963	87,243						
1899	45.8		4.2	11.7	5	5	82	Tennessee and Alabama				216,992	413,000	408,477		30.0		1,248							
1899	30.0		0.6	8.0				Winchester and Alabama																	
TEXAS, (all aided by State).																									
1899	32.0			158.0				Buffalo Bayou, Braz. & Col'do																	
1899	66.0			184.0				Galveston, Houston & Henderson																	
1 May '00	70.0		6.0	280.0	2	1	40	Houston and Brazoria	1,250,000			276,000	240,0												

## PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount out- standing.	Div'ds			Market Price.
		Rate.	Paid.	Market	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---	---
Atlantic & St. Lawrence (guarant'd)	2,404,900	6	6	---	---
Baltimore and Ohio, (pref.)	5,000,000	7	7	---	---
Berkshire (guarantied)	600,000	7	7	---	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	61	---
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	---	---
Camden & Atlantic (preferred)	620,800	7	7	15	---
Catawissa (preferred)	1,150,000	7	7	29	---
Chemung (guarantied)	380,000	---	---	---	---
Cuyaga & Susquehanna (guarant.)	345,500	---	---	---	---
Cheshire (preferred)	2,017,825	---	---	55	---
Chicago & Alton (preferred)	2,425,400	7	7	69	---
Chicago & Northwestern (pref.)	12,994,720	7	7	63	---
Cocheco (preferred)	177,750	3	3	---	---
Ct. & Passumpsic Rivers, (pref.)	1,973,300	10	10	80	---
Cumberland Valley (1st preferred)	241,900	8	8	---	---
(2d preferred)	243,000	8	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	7	64	---
Elmira, Jeff. & Canandagua (guar.)	500,000	---	---	---	---
Elmira & Williamsport (preferred)	500,000	---	---	42	---
Erie (preferred)	8,335,700	7	7	71	---
Hannibal & St. Joseph (preferred)	6,263,886	7	7	63	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---	---
Housatonic (preferred)	1,180,000	8	8	104	---
Indianapolis & Madison (pref.)	407,900	8	8	---	---
Kennebec & Portland (preferred)	372,000	6	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	7	25	---
(2d pref.)	3,819,772	7	7	20	---
Michigan S. & N. Indiana (guar.)	1,080,700	10	10	140	---
(2d pref.)	3,204,286	8	8	90	---
(3d pref.)	841,400	7	7	73	---
Milwaukee & St. Paul (preferred)	7,870,900	7	7	56	---
New Haven & Northampton (guar.)	1,010,000	---	---	4	---
New York & Harlem (preferred)	1,500,000	8	8	---	---
Niagara Br. & Canandagua (guar.)	1,000,000	6	6	---	---
Paterson & Hudson (guarantied)	630,000	---	---	8	---
Paterson & Ramapo (guarantied)	248,000	---	---	54	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	94	---
Port, Baco & Portsmouth (guar.)	1,500,000	6	6	---	---
Rutland & Burlington (preferred)	382,700	8	8	---	---
(2d preferred)	608,176	6	6	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	60	---
Toledo & Wabash (preferred)	984,700	7	7	61	---
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	7	---	---
(2d pref.)	908,422	7	7	---	---
Troy & Greenbush (guarantied)	674,400	6	6	43	---
Vermont & Canada, (guarantied)	1,600,000	8	8	102	---
Warren (guarantied)	1,403,300	7	7	---	---
White Mountains (guarantied)	200,000	5	5	---	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	72,687,845	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
sterling	4,375,000	---	---	1890	---
Preferred bonds	1,700,000	6	---	---	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	10
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	---
Interest Certificates	161,960	6	---	1865	---
Lehigh Navigation:					
1st Mortgage	414,157	6	Qtrly.	1870	---
8 1/2 per cent. Loan	2,667,276	6	---	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	---	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	---	---	90
Boat Loan	99,862	6	---	---	92
North Branch:					
1st Mortgage	690,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,560	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	1,601,570	6	M. & N.	1876	74
Susquehanna & Tide Water:					
Maryland Sterling Loan	516,000	5	J. & J.	1865	---
Md. sig. loan converted	200,376	5	---	1865	---
Mortgage bonds	993,000	6	---	1878	65
Preferred Interest b'ds.	227,509	6	---	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susquehanna:					
1st Mortgage, 4 1/2 fund	450,000	6	J. & J.	1878	90
Wyoming Valley:					
1st Mortgage	690,000	6	J. & J.	1878	86

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,243,563	---	95
Chesapeake and Ohio	100	8,224,595	---	---
Delaware Division	100	1,633,350	---	56
Delaware and Hudson	100	10,000,000	10	143
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	6,091,700	0	84
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	10	75
(pref.)	100	1,175,000	10	121
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	22	---
(pref.)	50	2,888,988	32	---
Susquehanna and Tide Water	50	2,043,200	15	---
Union	100	---	---	---
Union (preferred)	50	2,787,000	6	23
West Branch and Susquehanna	100	1,100,000	6	23
Wyoming Valley	50	750,000	16	55

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 90 cents per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash).....	per ton 42 @ 45
Pig, American, No. 1.....	42 @ 45
Bar, Refined, English.....	95 @ 100
Bar, Swedes, assorted sizes.....	95 @ 100
Bar, Swedes, assorted sizes.....	102 50 @ 107 50
Bar, English & American, Refined.....	112 50 @ 117 50
Bar, English & American, common.....	132 50 @ 107 50
Scroll, English.....	142 50 @ 175
Ovals and Half round.....	137 50 @ 147 50
Band, English.....	142 50 @ 175
Horse Shoe.....	137 50 @ 142 50
Rods, English.....	137 50 @ 175
Hoof, English.....	147 50 @ 210
Nail Rod.....	per lb. 9 @ 10
Sheet, Russia.....	per lb. 15 @ 15
Sheet, English, Single, Double and Treble.....	6 @ 8
Rails, English (gold).....	per ton 63 @ 54
Rails, American.....	82 50 @ 85
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast.....(1st & 2d qty.).....	per lb. 18 @ 23
English Spring.....(1st & 2d qty.).....	19 @ 24
English Blister.....(1st & 2d qty.).....	11 @ 20
English Machinery.....	13 @ 16
German.....	14 @ 16
American, Blister.....	11 @ 17
American, Cast, Hammered.....	19 @ 21
American, Cast, Rolled.....	12 @ 15
American Spring.....	15 @ 18
American Machinery.....	13 @ 14
COPPER—DUTY: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New.....(suite).....	per lb. --- @ 38
Sheathing, Yellow.....	--- @ 47
Pig, Chile.....	--- @ 47
Bolts.....	--- @ 38
Braziers.....	37 @ 38
American Ingot.....(cash).....	26 @ 25
LEAD—DUTY: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena.....	per 100 lb. --- @ 60
Spanish.....	60 @ 67 50
German Refined.....	60 @ 67 50
English.....	60 @ 67 50
Bar.....	per lb. --- @ 10
Pipe and Sheet.....	--- @ 10 25
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banca.....(gold), per lb. --- @ 24	
Strait.....(gold).....	21 @ 21
English.....(gold).....	--- @ 21
Plates, I.O. Charcoal, p. box. 9 25 @ 9 50	12 50 @ 13
Plates, I.O. Coke.....	8 @ 8 75
Plates, Coke Terne.....	6 75 @ 7
Plates, Charcoal Terne.....	8 87 1/2 @ 9
Plates, Coke Terne.....	9 12 @ 12 50
NAILS—DUTY: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 60d.....(cash).....	per 100 lb. 6 25 @ 6 50
Clutch.....(cash).....	7 15 @ 8
Copper.....	--- @ 43
Assable Horse, Norway Iron, Forged.....	27 @ 23
Zinc Nails.....(6 mos).....	--- @ 20
PETROLEUM—DUTY: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity.....	--- @ 16
Refined, free L. S. to White.....	42 @ 43
Ref'd, in bond, prime L. S. to White.....	--- @ 25
Ref'd, in bond, Standard White.....	28 1/2 @ 27
Naphtha, Refined (60 @ 63 gravity).....	21 @ 21

## New York Stock Exchange.

## Actual Sale Prices for the week ending Mar. 13

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Atlantic M. S. S. Co.	87	90 1/2	91 1/2	87 1/2	85 1/2	85 1/2
At. & Gt. W. (O) 1st m't	---	---	---	---	---	---
Buffalo, N. Y. & E., 1M.	---	---	---	---	---	---
California 7s	---	---	---	---	---	---
Cancon Co.	44 1/2	45 1/2	46 1/2	46 1/2	46 1/2	46
Central Am. Transit.	---	---	---	---	---	---
Chicago & Alton	---	107 1/2	107	107 1/2	107 1/2	107 1/2
" pref.	---	---	109	---	---	---
" 1 M.	100	---	101	---	---	---
" S. F.	---	---	---	---	---	---
" Inc. b'ds	91	---	---	91	---	---
Chicago, Burl. & Q.	---	120 1/2	---	---	---	---
" 8 p.c.	---	111	---	---	---	---
Chic. & Northwest'n	87 1/2	87 1/2	87 1/2	85 1/2	85	85 1/2
" pref.	60 1/2	61	63	64 1/2	62 1/2	63
" 1st M.	---	---	---	---	---	---
" 2d M.	---	---	---	---	---	---
" S. F.	---	---	---	---	---	---
" Consol.	---	80	---	---	---	80 1/2
Chicago & Rock Isl.	93	94 1/2	96 1/2	97 1/2	95 1/2	95 1/2
" 1st M.	100	101	---	---	---	---
Clev., Col. and Cin.	99 1/2	---	---	100 1/2	99 1/2	---
Clev. and Pittsburg	79 1/2	79 1/2	81 1/2	83	82	81 1/2
" 2 M.	---	---	---	---	---	---
" 3 M.	---	---	---	---	---	---
" 4 M.	---	---	---	---	---	---
Clev. and Toledo	116 1/2	117 1/2	117 1/2	118	118	118
" S. F. 7 p.c.	---	---	---	---	102	---
Cumberland Con. pref	29 1/2	30 1/2	31	33	32	32 1/2
Del. & Hudson Canal	145	---	144	143	---	143 1/2
Del., Lack. & West.	---	---	---	---	---	---
" 1 M. S. p.c. '71-5.	---	---	---	---	---	---
" 2 M. S. p.c. '81.	---	---	---	---	---	---
Erie	53 1/2	54 1/2	55	61 1/2	59 1/2	59 1/2
" pref.	70	71	71	---	---	---
" 1 M. 7 p.c. '67.	---	---	---	70 1/2	---	---
" 2 M. 7 p.c. '72.	---	---	---	---	---	---
" 3 M. 7 p.c. '82.	---	---	---	---	---	98 1/2
" 4 M. 7 p.c. '80.	---	---	---	---	---	---
" 5 M. 7 p.c. '88.	---	---	---	88 1/2	---	---
Hudson River	136 1/2	139	138 1/2	138 1/2	---	136
" scrip.	---	---	---	---	---	---
" 1 M. 7 p.c. '69.	---	---	---	---	102	---
" 2 M. S. F.	---	---	---	---	---	---
" 3 M. 7 p.c. '75.	---	---	---	---	---	---
" conv. bonds	---	---	---	---	---	---
Illinois Central	114 1/2	114 1/2	115	116 1/2	115 1/2	116 1/2
" Can. b'ds.	---	---	---	---	---	---
" bonds.	109 1/2	---	---	---	---	---
Marquette & Cin. 1st pref.	25	---	---	---	---	---
" 2d	---	---	---	---	---	---
" 1st mort.	---	---	---	---	---	---
Marquette Mining Co.	---	---	9	---	9	8 1/2
Michigan Central	107	106 1/2	106 1/2	107	107 1/2	107 1/2
" S. F. S. p.c. '82.	---	---	---	---	---	---
" conv. S. p.c. '69.	102 1/2	---	---	---	---	---
M. & N. I.	71 1/2	---	71 1/2	73 1/2	72 1/2	72 1/2
" guar'd.	---	---	---	---	---	---
" 1 M. S. F. 99 1/2	---	---	---	---	---	---
" 2 M.	---	---	---	---	---	96
M. & P. du Chier	---	---	---	---	---	---
" 1st pref.	---	---	---	---	---	---
" 2d pref.	---	---	---	---	---	---
" 1st M.	---	---	---	---	---	---
M. & St. Paul	---	---	---	---	---	---
" pref.	52 1/2	52 1/2	55	---	56	55 1/2
" 1st mort.	---	---	---	---	---	---
" 2d mort.	---	---	---	---	---	82
M. & No.	---	---	---	---	---	---
" L. G. bonds.	---	---	---	---	---	---
Memphis 16	50	95	90 1/2	96	99	97
" W. & S. J. R. 79	---	---	80	---	80	---
" Pacific	---	95	90 1/2	---	95 1/2	---
New York Central	101 1/2	102 1/2	103 1/2	103 1/2	102 1/2	102 1/2
" Real Estate	---	---	---	---	---	---
" 7a. S. F. '76.	---	---	---	---	---	---
" 7a. conv. '76.	---	---	---	---	---	---
" 6a. S. F. '83.	---	---	---	---	---	---
" 6a. S. F. '87.	---	---	---	---	---	---
New York & Harlem	---	---	---	---	---	---
" pref.	---	---	---	---	---	---
" 1 M. 7 p.c. '73.	---	---	101	---	---	---
" 2 M. 7 p.c. '64.	---	---	---	---	---	---
" 3 M. 7 p.c. '67.	---	---	---	---	---	---
North Carolina 6a	---	---	---	---	---	---
" ex-coupon. 45	---	45 1/2	---	---	---	49 1/2
Ohio & Miss. cor.	25 1/2	26 1/2	26 1/2	27 1/2	28	28 1/2
" pref.	---	---	---	---	---	---
Pacific Mail S. S. Co.	119 1/2	125	125 1/2	128	124 1/2	122 1/2
Panama	---	107	107 1/2	102 1/2	107 1/2	107 1/2
Phila. and Reading	161	94 1/2	94 1/2	96 1/2	96 1/2	96 1/2
Phila. Ft. W. & Chicago	96 1/2	102	94	94 1/2	---	101 1/2
" 1 M.	---	102	---	---	---	---
" 2 M. 9	---	94 1/2	94	94 1/2	---	94
" 3 M.	---	---	---	---	---	---
Piedmont Silver Mining Co.	36	30 1/2	37	35 1/2	36 1/2	37
Rocky Mt. Alton & T. H.	30 1/2	---	---	32 1/2	---	---
" pref.	---	---	---	60 1/2	---	---
" 1 M.	---	---	---	---	---	---
" 2 M. pref.	---	---	---	---	---	---
" Inc. b'ds.	---	---	---	---	---	---
Tennessee 6a. 1890.	---	---	---	---	---	---
" ex-coupon. 65	---	65 1/2	66	66	66 1/2	66 1/2
" new	62 1/2	---	65	65 1/2	65	64 1/2
Wab. & Western	34 1/2	37	---	39 1/2	---	39
" Pref.	---	59	61	---	---	---
" 1 M. ex.	---	---	---	---	87 1/2	---
" 2 M.	---	---	---	---	---	---
" Int. b'ds.	---	---	---	---	---	---
Virginians	---	---	---	---	---	---



**New York Stock Exchange.**  
Actual Sale Prices for the week ending Mar. 13.  
Th 7. F.S. Sat.9 M.11 Tu.12 W.13

<b>FEDERAL STOCKS:—</b>					
U. S. 6s, 1871, reg.	---	---	---	---	---
U. S. 6s, 1871, coup.	---	---	---	---	---
U. S. 6s, 1874, reg.	---	---	---	---	---
U. S. 6s, 1874, coup.	---	---	---	---	---
U. S. 6s, 1886, coup.	---	---	---	---	---
U. S. 6s, 10-40s, coup.	93	97½	97½	97½	97½
U. S. 6s, 10-40s, reg.	---	---	---	---	---
U. S. 6s, 1881, reg.	---	---	---	---	---
U. S. 6s, 1881, coup.	109	103½	103½	109½	109½
U. S. 6s, '81, O.W.L.y.	---	---	---	---	---
U. S. 6s, 1881, " 47.	---	---	---	---	---
U. S. 6s, 1887, reg.	---	---	---	---	---
U. S. 6s, 1888, reg.	---	---	---	---	---
U. S. 6s, 1888, coup.	---	---	---	---	---
U. S. 6s, 5-20s, c. 1882-109½	109	109	109½	109½	109½
U. S. 6s, 5-20s, c. 1884.	107½	107½	107½	107½	107½
U. S. 6s, 5-20s, c. 1886-107½	107½	107½	107½	107½	107½
U. S. 6s, " reg.	107½	107½	107½	107½	107½
7.30 Notes, 1st series, 106½	106½	106½	106½	106½	106½
" " 2d series, 106½	106½	106½	106½	106½	106½
" " 3d series, 106½	106½	106½	106½	106½	106½
American Gold	---	---	---	---	---

**Philadelphia Stock Exchange.**  
Actual Sale Prices for the week ending Mar. 12.  
W.6. Th.7. F.S. Sat.9 M.11 Tu.12

<b>Cattawissa</b>					
" preferred	29½	29½	30½	30½	30½
Camden & Amboy	130	130	130½	131	131½
" " 6s, '87.	---	---	---	---	---
" " 6s, '70.	---	---	---	---	---
" " 6s, '75.	---	---	---	---	---
" " 6s, '83.	---	---	---	---	---
" " 6s, '88.	---	---	---	---	---
" " mort. 6s, '82.	---	---	---	---	---
Oheas. & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	---	---	---	---	---
Elmira & Wmport	---	---	---	---	---
" " prof.	---	---	---	---	---
" " 7s	---	---	---	---	---
Lehigh Navigation	53	53½	53½	53½	53½
" " 6s, '84.	---	---	---	---	---
Lehigh Valley R. R.	61½	61	61½	61½	61½
Little Schuylkill R. R.	32	---	---	---	---
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Minehill	56½	---	---	---	---
Morris Canal	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 6s, '76	32	---	---	---	---
North Pennsylvania	33½	---	---	---	---
" " 3s	---	---	---	---	---
" " 10s	---	---	---	---	---
Northern Central	45	46	45½	---	---
Pennsylvania R. R.	55	56½	56½	56½	57
" " 1st m.	87½	89½	89½	89½	89½
" " 2d m.	---	---	---	---	---
Penn. S. & E. 5s	---	---	---	---	---
" " 6s, coupon	---	94½	94½	---	---
" " 6s, W. L.	---	---	---	---	---
Philadelphia City, 6s	96½	---	---	---	---
" " new, 101½	100½	101½	101½	102	101½
" " munici, 101½	101½	---	---	---	---
Philad. Germ. & Nor.	---	---	---	---	---
Phila. & Reading	50½	50½	51½	51½	51
" " 6s, '86.	---	---	---	---	---
" " 6s, '70.	---	---	---	---	---
Philadelphia & Erie	28½	28½	28½	28½	28½
" " 6s	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	21½	---	---	---	---
" " pref. 30½	---	---	---	---	---
" " 6s, '82 78½	---	---	---	---	---
" " 6s, '76	---	---	---	---	---
" " 6s, '72	---	---	---	---	---
Susq. Canal	---	---	---	---	---
" " 6s, '78	---	---	---	---	---
Union Canal, pref.	---	---	---	---	---
" " 6s, '83	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
Hestonville, (Horse) 12½	---	---	---	---	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates, "	---	---	---	---	---
2d and 3d streets, "	---	---	---	---	---
Spruce & Pine, "	---	---	---	---	---

**Baltimore Stock Exchange.**  
Actual Sale Prices for the week ending Mar. 12.  
W.6. Th.7. F.S. Sat.9 M.11 Tu.12

<b>Baltimore City 6s, 1875.</b>					
" " 1886	99	99	99	99	99
" " 1870	---	---	---	---	---
" " 1890	99½	99½	99½	99½	99½
Balt. and Ohio	116	116	---	---	---
" " b'ds, '82.	---	---	---	---	---
" " " '87.	---	---	---	---	---
" " " '75.	---	---	---	---	---
" " " '80.	---	---	---	---	---
" " " '85. 99	---	---	---	---	---
Northern Central	46½	---	---	---	---
" " b'ds, 1885.	83	---	---	---	---
" " " 1900.	---	---	---	---	---
City Passenger R. R.	---	---	---	---	18

**Boston Stock Exchange.**  
Actual Sale Prices for the week ending Mar. 13.  
Th.7. F.S. Sat.9 M.11 Tu.12 W.13

<b>Boston and Lowell</b>					
Boston and Maine	117	---	---	---	---
Boston and Providence	---	162	---	162	162
Boston and Worcester	---	---	---	---	---
Cheshire, pref.	57	---	---	---	---
Concord	67½	---	---	---	---
Connecticut River	---	---	---	---	---
Eastern, Mass.	109	108	---	---	---
Eastern, N. H.	---	---	---	---	---
Fitchburg	---	---	---	---	---
Manchester & Lowell	---	---	---	---	---
Michigan Central	---	---	---	---	---
Northern, N. H.	105	106½	---	---	---
Old Colony & Newport	97½	---	---	---	---
Ph. Wil. & Baltimore	50	55	55	55	55½
Port'd, Saoo & Ports.	---	---	---	---	---
Vermont & Canada	99½	---	---	---	---
Vermont & Mass.	---	56½	56	---	---
Western	---	138	139	---	139
Broadway (Horse)	---	---	---	---	---
Cambridge	---	---	---	---	---
Metropolitan	---	---	---	---	---
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	24	24	23	26½	24
Franklin	---	26½	28	26	29
Huron	20	19	21	22½	23
Isle Royale	---	---	---	---	---
National	---	---	---	---	---
Minnesota	---	---	---	10	0
Pewabic	---	21	22	21½	22
Pittsburg	---	---	---	---	---
Quincy	---	---	---	36	36
Rockland	---	9	9½	9½	---

**London Stock Exchange.**  
The following were the closing prices for American Securities on the 15th and 22d of February.

	Closing Prices	Feb. 22.	Feb. 15.
U. S. 5-20 yrs, 1882, 6 per cent	73½ @ 73½	73 @ 73½	73 @ 73½
Virginia State 5 per cent	48 @ 52	50 @ 52	50 @ 52
Atl. & G. Western, N. Y. sec, 1st mort., 1880, 7 per cent	45 @ 50x	45 @ 50x	45 @ 50x
Do. do, 2d mort., 1881	45 @ 50x	45 @ 50x	45 @ 50x
Do. Penn., 1st mort., 1877	45 @ 50x	45 @ 50x	45 @ 50x
Do. do, 2d mort., 1882	45 @ 50x	55 @ 60	---
Do. consold. mort. bonds, 1890	---	26½ @ 27½	---
Erie shares, \$100 (all paid) 5 p. c.	38 @ 38½	39 @ 39½	---
Do. convertible bonds, 6 p. c.	70 @ 72	71 @ 73	---
Do. 3d mort., 1883, 7 p. c.	69 @ 71	69 @ 71	---
Illinois Central, 6 p. c., 1875	83 @ 85	84 @ 86	---
Do. 7 p. c., 1875	72 @ 74	73 @ 75	---
Do. \$100 shares (all paid)	78½ @ 78½	73 @ 79	---
Marquette & Cin. R. R. bonds, 7 p. c.	66 @ 67	68 @ 70	---
Mich. Gen. convertible, 1889, 8 p. c.	---	63 @ 70	---
Do. S. F. 1½ mort., 6 p. c., 1882	---	68 @ 70	---
New York Central \$100 shares	---	---	---
Panama R. R. 2d mort., 1872, 7 p. c.	103 @ 106	102 @ 104	---
Penn. R. R. bonds, 2d mort. con. 6 p. c.	59 @ 61	59 @ 61	---
Do. 450 shares	---	35 @ 40	---
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	---	77 @ 79	---
Do. with option to be paid in Phil.	---	77 @ 79	---

## American Railroad Journal.

Saturday, March 10, 1887.

### Stock Exchange and Money Market.

Money has been accumulating at this centre, through the week. The banks have been gaining rapidly in their currency reserve, and private lenders have been reporting growing balances from day to day. The Government office has been disbursing less freely, but it has not been making any fresh sales of bonds, and consequently has not been absorbing much of the floating supply of capital. Hence, the tendency of the market has been decidedly in favor of responsible borrowers, whose wants have increased somewhat, chiefly in the speculative line, because of the revival of speculative activity at the Stock Boards and in the Gold Room. These wants, however, have been promptly supplied on the basis of six per cent. on call, as the governing price, though exceptional negotiations have been reported at a point above and below the rate named. The Government houses have been amply accommodated at five, and, in some instances, as low as four per cent. There has been more inquiry for prime short-date commercial paper, which has been

quoted at from seven to eight per cent. per annum, on a moderate offering. The last weekly statement of the city banks, showed a general increase, \$2,264,613 in the deposits, \$1,509,245 in the legal tender reserve, \$1,975,022 in the loans, and \$115,378 in the circulation. The only exception was in the specie reserve, which fell off \$711,199, partly on account of the heavy customs drain, during the week. The specie reserve of the banks is now \$10,868,182, against \$16,563,237, same time last year. The city bank deposits are now \$200,383,527, against \$180,515,881 week ending March 10, 1886. The legal tender reserve amounts to \$64,523,440, against \$64,341,802 same time last year. The circulation now stands at \$33,409,811, against \$23,033,237 same time last year. The loans are now \$262,141,458, against \$233,068,274 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$90,695,542 a day, against a daily average of \$77,689,089 the preceding week, and \$78,929,014 the week ending with Feb. 9. The current week's exchanges average about \$100,000,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, \$127,710; increase of legal tender reserve, \$625,952; increase of deposits, \$2,052,716; decrease of specie, \$5,782; and increase of circulation, \$9,532.

National Bank notes to the amount of \$57,650 were issued last week, making the total issue to 1,663 banks thus far \$301,893,071, against \$282,555,440 at the close of the last fiscal year, June 30, 1886. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$2,012,887, leaving, with the existing 1,650 banks, an actual circulation at this date, of \$298,880,684. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,554,450; and for the public deposits, \$39,911,450—making a total of \$379,465,900. The Treasury Department, last week, redeemed and destroyed over \$230,000 of worn and mutilated fractional currency, and issued \$130,989 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 9, were \$18,296,106, including \$4,041,689 from customs duties; payments, \$15,297,811; balance at the close of the week, \$112,235,056, against \$109,866,761 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$3,480,023, and payments, \$3,058,119; on Tuesday, receipts, \$2,600,974; payments, \$1,288,563. The balance at the close of business on Tuesday stood at \$113,969,871, against \$110,606,107 a week previous.

The cash balance in the hands of the Assistant Treasurer in Boston at the close of business March 9 was \$11,031,751 20—\$8,951,000 of which was in coin—showing an increase of \$75,148 74 as compared with the close of the previous week. The amount received for customs during the week was \$450,000.

Government revenues were decidedly liberal last week, more particularly from customs. The excises, last week, yielded over \$4,190,628, against \$4,650,000, the preceding week; customs at the port of New York, \$4,041,689, and at the out-ports, about \$1,300,000 (in coin) more, making

the grand total income for the week equal about \$11,402,323 in currency, against disbursements of over \$6,075,623 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$206,871,502.

The course of Gold has been gradually downward, since our last. The speculative demand has fallen off, and there has been a less urgent customs inquiry especially since Monday the 11th inst. The bull interest has been far less confident, while the bear element has been much bolder, and strongly inclined to put out short contracts against the market. The export movement has been quite limited in volume, while the imports and receipts from all sources have been on the increase. The extreme figures of the week were 133½ and 135½, and the latest quotations on Wednesday 134½@134¾ on a quiet market. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$292,439. The customs demand for Gold last week, averaged \$673,615 a day; thus far, this week, it has been equal to \$175,863 a day, or equal to a weekly aggregate of \$2,842,178. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached \$29,836, and from California, \$244,888. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been \$87,985,093, against \$93,988,964 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been \$30,458,213, against \$19,220,077 same time last year, showing an increase this year, of \$11,238,136. The exports of specie from this port, last week, were \$478,613. The total outflow of specie from the port, thus far in the current fiscal year has been \$22,517,387, against \$17,045,760 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$811,000, making the total coin interest disbursements through the Government office, since July 1, 1866, \$35,955,640, against \$31,434,465 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Feb. 10, 1867, reached \$5,160,000, against \$4,210,090 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 9th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s...	\$281,060	\$175,400	\$105,660
100s...	4,895,800	3,194,600	1,701,200
500s...	621,000	237,000	384,000
1,000s...	23,176,000	19,335,000	3,841,000
1,500s...	144,685,000	130,615,000	14,070,000
10,000s...	5,000,000	5,000,000	.....

Total.....\$178,658,860 \$128,557,000 \$20,101,860

There has been rather more activity in the foreign exchange market, since our last. The demand for prime bills for the importing interest has been fair, and the leading drawers have advanced their quotations ½@¾ of one per cent. on sterling drafts. Bankers' 60 day bills on London closed on Wednesday at 108½@108¾, and on Paris to 5.20@5.16½; sight bills on London to 109½@109¾; and on Paris to 5.16¼@5.13¾. The offerings of produce bills have been even more liberal since our last. The week's exports of do-

mestic produce and miscellaneous goods from this port have been to the currency value of \$5,041,946, making the total value of exports since July 1, 1866, \$118,886,359, against \$152,573,563 same time in the preceding fiscal year.

Government securities have been in good demand, through the week, chiefly for home investment purposes, and considering the depression in the gold market, prices have been very well supported. The last public debt statement, up to March 1, has tended to strengthen confidence in the present administration of the National finances, and in the credit of the Government. The Seventy-three notes were reduced nearly thirty-one million dollars in February; and legal tender notes, compound interest notes, gold notes and debt free of interest, over nine millions, in the same month; while the funded debt was increased nearly forty-three millions. Deducting the cash in the Treasury, from the aggregate indebtedness at the close of February, the last statement showed a net liquidation during the month of over thirteen and a half million dollars. The gold bearing debt is now \$1,464,855,192, including \$514,780,500 of the Five-twenties of 1862, and \$156,676,750 of the Five-twenties of 1865, consolidated issue. The currency interest portion of the debt is now down to \$787,028,880, including \$632,798,650 in the form of Seven-thirty notes, yet outstanding, or about two hundred millions less than the original issue of these notes. The plain legal tender circulation is now \$376,235,626, and the compound interest notes outstanding are \$141,308,830. The coin in the Treasury on the first inst., was up \$107,271,031, including \$18,376,180 on account of private depositors. U. S. sixes of 1867 closed here on Wednesday at 131; U. S. sixes of 1868, at 130; U. S. sixes of 1881, 109½@109¾; U. S. Five-twenties of 1862 at 109¾@109¾; U. S. Five-twenties of 1865 at 107½@107¾; U. S. Five-twenties of 1865, consolidated, 106¾@106¾; U. S. Ten-forties at 97½@97¾, ex-coupon, and U. S. Seven-thirties at 105¼@105¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....117½	May, 1865.....112¼
July, 1864.....117	August, 1865.....111¼
August, 1864.....116½	September, 1865.....110¾
October, 1864.....114½	October, 1865.....110½
December, 1864.....113½	

There has been much more animation in railway and miscellaneous stocks, since our last. The speculative demand has been decidedly brisker, fostered, in part, by the growing ease in money. The temper of the market has been generally firm and buoyant. Several of the speculative favorites have advanced materially; Erie shares showing the most notable rise, and the widest fluctuations. The closing dealings were of a less confident nature, though there was no marked yielding in values.

General business has improved, chiefly in the line of domestic produce, in which there has been much greater activity. Breadstuffs have been more eagerly sought after and have advanced, closing buoyantly. Provisions have been in better request, and early in the week firmer in price, but at the close, somewhat easier. The cotton market has been quite brisk, especially in the way of exports; the week's shipments from this port having been up to the unprecedented

amount of 22,094 bales. The liberal receipts, and rather less encouraging foreign advices have made holders eager sellers, and prices have been depressed. Middling grades of cotton left off heavily at 29@31 cents per lb. as extremes. The stock of cotton now here is estimated at about 225,000 bales. The receipts at the port this week, have averaged nearly 3,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 436,000 bales, against exports of 238,102 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,405,000 bales against 1,480,665 bales same time last year; exports, 770,000 bales, against 869,500 bales same time last year; estimated stock at latest dates, 625,000 bales, against 521,000 bales same time last year. In the way of foreign merchandise, there has been an increase of trade, chiefly in the dry goods and grocery lines, but at prices more favorable to purchasers. The total imports of foreign dry goods, last week, were \$2,506,131, and the total amount marketed \$2,679,325. The value of foreign merchandise imported last week, was \$2,999,972—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,806,103, and since July 1, 1866, \$178,875,633, against \$203,755,005 same time in the preceding fiscal year. The ocean freight market has been quite active, with 446 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 6@6½d. per bushel; cotton at ½@½d. per lb.; and heavy goods at 20s.@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 27.	March 5.	March 13.
Consols.....	91	91	90¾
U. S. 5-20's of 1862.....	73¼	73¼	74¾
U. S. 5-20's of 1865.....	71¾	72	72½
Erie.....	36¾	36	39¾
Ill. Central.....	76¾	76½	78

The New York exports, exclusive of specie, for the week ending March 12, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$3,669,361	\$5,041,946
Prev. reported.....	42,081,069	32,238,018

Since January 1.....\$45,700,430 \$37,279,964  
Included in the exports were 22,094 bales cotton, valued at \$3,197,626.

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods.....	\$3,898,261	\$2,506,131
Gen. merchandise.....	4,535,644	2,299,972

Total for the week.....\$8,433,905 \$4,806,103  
Previously reported.... 53,236,902 43,186,498

Since January 1.....\$61,670,807 \$47,942,601

The commerce of New York from July 1st to date compares as follows:

	1866-'66.	1866-'67.
Imports merchandise.....	\$203,755,005	\$178,875,633
Exports produce.....	152,573,566	118,886,359
Exports specie.....	17,045,760	22,517,387

The balance in the Sub-Treasury on Wednesday was \$110,084,274 92.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—



**New York.**—Chicago and Milwaukee 1st mort., 85; Morris and Essex 1st mort., 96¼; do., 2d mort., 86; Great Western 2d mort., 73; Peninsula R. R. 1st mort., 76; Chicago, Rock Island and Pacific 7s, 89¾; Marietta and Cincinnati 1st mort., 81¾; Galena and Chicago 1st mort., 98½; do., 2d mort., 98½; Chicago and Great Eastern 1st mort., 59; N. Y. and New Haven R. R., 118; do., bonds, 96; N. J. Central, 117; New Jersey R. R., 135; Stonington, 89; Sixth Avenue R. R., 120; N. Y. State 7s, Bounty Loan, coupon, 106; do., reg., 106½; do., 6s, 1872, ex-interest, 99; Ohio 6s, 1881, 102¾; do., 1875, 101; Virginia 6s, ex-coupon, 41; Brooklyn Water Loan, 95; do., Park Loan, 92; N. Y. City 5s, 1890, 88; American Coal, 54; Ashburton Coal, 10; Pennsylvania Coal, 150; U. S. Coal, 35¾; Wilkesbarre Coal, 32; Brunswick City Land Co., 8; Boston Water Power Co., 25½; South Am. Nav. and Marine R. R. Co., 115; Mariposa pref., 23½; Manhattan Gas, 160; Western Union Telegraph, 42; Adams Exp., 61¼; Wells, Fargo & Co., Express, 67½; American Exp., 60; U. S. Express, 59; Merchants' Bank, 116; Bank of Commerce, 116; Fourth National Bank, 104½; Shoe and Leather Bank, 112; Continental Bank, 103; Hanover Bank, 110; Central National Bank, 110; Ocean Bank, 101; Phoenix Bank, 107; Bank of New York, 118; Bank State of New York, 108; Metropolitan Bank, 124; Importers' and Traders' Bank, 113; Atlantic and Pacific Gold, 2.25; Alameda Silver, 6.90; American Flag Gold, 1.05; Benton, 1.30; Columbian G. & S., 2.80; Consol. Gregory Gold, 12.00; Corydon, 6.80; Charter Oak Copper, 1.45; Crozier Gold, 0.10; Davidson Copper, 1.25; Des Moines, 1.00; Gunnell Union, 0.54; Hope Gold, 0.50; Hibbard G. and C., 1.00; Holman, 0.15; Keystone Silver, 0.06; La Crosse Gold, 0.55; Liberty, 0.07; New York Gold, 1.00; Nye, 0.06; People's G. & S., 1.35; Quartz Hill, 4.20; Russell File, 3.20; Smith and Parmelee, 6.10; Symond's Fork, 1.50; Tudor Lead, 3.25; United States, 3.85; Walkill Lead, 0.70; Central Petroleum, 0.80; United States, 4.00; Cherry Run Special, 0.15; Bennehoff Run Oil, 2.75.

**Philadelphia.**—Reading mort., 6s, 1844-80, 91¼; Sunbury and Erie 7s, 98¼; Connecting R. R. bonds, 92¾; Camden and Atlantic R. R., 9; New Jersey 6s, 101; Harrisburg 6s, 90; Allegheny City 4½s, 59; West Chester R. R., 15; 13th and 15th streets, R. R., 21; Girard College R. R., 23; Germantown R. R., 28; Lombard St. R. R., 14½; Lehigh Coal and Nav. scrip, 51; Allegheny County coupons 5s, 88½; Camden and Amboy scrip, 74½; Lehigh Valley scrip, 16; Schuylkill Nav. Imp. Loan, 87; Morris Canal Boat Loan, 92; Locust Mt. Coal, 60; St. Nicholas Coal, 1½; New York and Middle Coal Fields, 3½; Ocean Oil, 2½; Mt. Farm, 0.56; Caldwell, ¾; Mechanics' Bank, 34; Merchants' and Manuf. Bank, 60; Girard Bank, 57; Miners' Bank of Pottsville, 55; Manufacturers' Bank, 32½. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 101¼@102; State 5s, 99@99¼; do., coupon, 94½@95; do., 6s, W. L., 102@102½; Phila. Wil. and Balt., 54¼; Reading 51@51; do., 6s, 1870, 96½@97; do., bonds, 91@91½; do., con., 103@103; Camden and Amboy, 131½@131¾; Penn. R. R., 56¾@56¾; do., 1st mort., 99¾@100; do., 2d mort., 97½@98½; Little Schuylkill R. R., 82@83; Morris Canal, 75@76; do., pref., 120½@120½; do., bonds,

98½@99; Wyoming Valley Canal, 56¾@—; do., 6s, 85@87; Susquehanna Canal, 15@15½; do., 6s, 65½@65½; Sch. Nav., 22@22½; do., pref., 82@82½; do., 6s, 1882, 78½@79; Union Canal bonds, 22½@22½; Delaware Div. Canal, 55½@56; do., bonds, 85@89; Elmira and Williamsport, 80@82; do., pref., 40@45; do., 7s, 1873, 95½@97; do., 5s, 64¼@67; Lehigh Coal and Navigation, 53¾@54; do., bonds, 1884, 90¾@91¼; North Pennsylvania, 34@36; do., 6s, 89½@90; Philadelphia and Erie, 28½@28¾; do., 6s, 91¼@92; Minehill, 56¾@57; Catawissa, 13@20; do., pref., 29½@30; Lehigh Valley, 61@61½; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@48; Second and Third, 78@80½; West Philadelphia, 72@75; Spruce and Pine, 30@30¾; Green and Coates, 30@32; Chestnut and Walnut, 47½@48½; Thirteenth and Fifteenth, 20@21; Girard College, 28@30; Tenth and Eleventh, 65@67½; Union, 40½@41; Hestonville, 14¼@14¾.

**Boston.**—Boston, Hartford and Erie, 13¾; do., 7s, 44½; Vermont Central old, 1¼; do., 1st mort., 7s, consolidated, 68; Vermont Central and Vermont and Canada 8s, 103; Old Colony and Newport 6s, 1875, 96½; Western R. R. 6s, 1875, 99½; New Bedford and Taunton R. R. 6s, 1881, 97¾; Eastern R. R. 6s, 1874, 96; Central Pacific 1st mort. 7s, gold, 98¾; South Shore R. R. 6s, 94¾; Conn. and Pass. Rivers R. R. 6s, 95; Ogdensburg and Lake Champlain, 64¼; do., 1st mort., 99¾; Stony Brook R. R., 104; Sandusky, Dayton and Cincinnati old, 12; Granite Railway, 49; Adams Express, 56¾; Boston, Water Power Co., 25; Cary Imp. Co., 8¾; Essex Land, Co., 107; Ophir (N. S.) Gold, 2¾; Cook Co., Ills., 7s, 1880, 96¾; Massachusetts 5s, 1894, gold, 99; Rhode Island 6s, 1882, 100; Maine 6s, 1889, 100; New Hampshire 1884, 99½; Chicago 7s, 1881@1890, 99½; Boston 6s, 1874@1876, currency, 101; do., 5s, 1868, gold, 130@131½; do., 1875, 101¼; Portland 6s, 1871, 96¼; do., 1877, 95½; St. Louis 6s, 1886, 79¾; do., 1871, 80; do., 1887, 82; Boston Gas Light, 775; Boylston National Bank, 136; Pawner's National Bank, 96¼; Traders National Bank, 100¼; North National Bank, 112; National Bank of Commerce, 118¼; Eliot National Bank, 116¾; Washington National Bank, 122; Everett National Bank, 102; National Bank of Redemption, 115½; Tremont National Bank, 123½; Market National Bank, 110¼; do., Brighton, 111½; Merchants' National Bank, 112; Mt. Vernon Bank, 106; State National Bank, 80¼; Blackstone National Bank, 127; Allouez Mining Co., 6; Boston, 50c.; Bay State, 8¼; Concord, 3; Canada, 62c.; Dana, 1¾; Hancock, 8¼; Hanover, 1½; Humbolt, 1¼; Hungarian, 1; Native, 2; Phoenix, 5; St. Clair, 5¾; Superior, 3¼; Toltec, 1½.

**Baltimore.**—Western Maryland bonds guaranteed, 93½; do., 2d mort., 64; Marietta and Cincinnati 1st mort., 82; Virginia 6s, reg., 88; do., coupon, 37½; Bare Hill, Mining Co., 0.80; Baltimore Gas Co., 200; Bankers' and Brokers' Telegraph, 0.50; Franklin Bank, 13¾; Third National Bank, 102; Farmers' and Planters' Bank, 29½; Mechanics' Bank, 9; National Exchange Bank, 97¾; Farmers' and Merchants' Bank, 45½; Union Bank, 60. The latest quotations are: Balt. and Ohio, 116@117; do., 6s, 1867, 98@100¾; do., 1875, 97@97½; do., 1880, 97@97½; do., 1885, 99@99½; Northern Central,

45½@46½; do., bonds, 1885, 82@92¼; N. W. Va., 18@18½; do., 1st mort., 1873, 93¼@93½; do., 2d mort., 90@93; do., 3d mort., 89@91; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 82@82½; Central Ohio, 26@29; do., 1st mort., 89@90; Western Md. bonds, 64@68; do., guar., 93¼@94½; Maryland 6s, coupon, 1870, 101@102½; do., Ins., 101@102; do., 1890, 101½@102½; Baltimore 6s, 1870, 97@97½; do., 1873, 96@99; do., 1875, 99@99; do., 1886, 98@98½; do., 1890, 97@98; do., coupon, 100@100; do., Park, 93½@99; do., 1892, 95@95; do., 5s, 1898, -70.83@88; City Passenger R. R., 18@18; Canton Co., 45@46¼; Gardner, 0.80@0.85; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 5@7; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.25; Atlantic Coal, 0.60@0.70; Mineral Hill, 0.10@0.40; Baltimore Coal, 160@170.

#### Bridge over the Ohio at Louisville.

Proposals will be received by the "Louisville Bridge Co.," A. Fink, Esq., Chief Engineer, until the 10th of April, for the construction of about 22,000 yards of the masonry of the bridge over the Ohio River at Louisville. Plans and specifications are now ready for inspection. We are glad to see that this enterprise, so fraught with interest to the city of Louisville, is about to be commenced and pushed forward with energy. We understand that already \$1,000,000 has been subscribed for the completion of this great work, which will unite Louisville with the North and East, and give her connection with all the great marts of America, without the delay and expense of crossing the river by means of the ferry.

The Advertisement of the "THIRD NATIONAL BANK," of which J. F. D. LANIER, Esq., is President, and PARKER HANDY, Esq., Vice President, will be found on our outside page. This Bank is the designated Depository of the United States, and authorized agent of the Treasury.

We invite attention to the Advertisements of Messrs. HOY, KENNEDY & Co., in another column. These gentlemen are importers of Railroad Iron and Dealers in Railroad Supplies. Agents for Owen's Patent Wheel, Tire and Axle Co.; also for the Earl of Dudley's Iron. Office and Warehouse 111 Liberty street, New York.

#### Pacific Railroad Surveys.

We have received from Hon. Jesse L. Williams, Government Director of the Union Pacific Railroad, an official copy of his report on the surveys over the Rocky Mountains—showing the advantages and disadvantages of the different routes—supplied, with the consent of the Secretary of the Interior, in advance of its publication by the Department. As these engineering facts respecting this hitherto unexplored region are of interest to railroad men, and especially to engineers, we have concluded to publish it entire. Mr. Williams says:

The preliminary surveys across the first range of the Rocky Mountains being nearly completed the Government Directors deemed it important that one of their number should personally examine such of the lines as appeared most feasible. Accordingly, at the request of my colleagues, and by invitation of Colonel S. Seymour, the Consulting Engineer of the company, I accompanied him to the mountains in September last.

At Omaha we were joined by General G. M. Dodge, Chief Engineer, and in passing over the several routes, were further aided by explanations, on the ground, by the Division Engineer, under whose immediate direction the survey had in each

case been made, with the advantage also of the maps and profiles. Under the requisitions of the thirteenth section of the act of Congress, approved July 2, 1864, I respectfully submit, for the information of the Secretary of the Interior, the following general results, premising that this report has been submitted to my colleagues and sanctioned by them:

This first mountain barrier, as it stretches north and south across the general course of the road, between the 105th and 106th meridian of longitude, may be described as extending from the canon of the South Platte, near the latitude of Pike's Peak, to the North Platte, a distance of near three hundred miles. Its more southerly and higher portion, called the Snowy Range or Rocky Mountains proper, forms part of the great divide of the Continent, separating the waters of the Platte from those flowing into the Colorado of the West. The northern section of this mountain barrier, being a part of the subordinate range known as the Black Hills, and only dividing the drainage of the two forks of the Platte, is, nevertheless, as to direction, the continuation of the main Rocky Mountain range northward, possessing the same mountain characteristics, though having less altitude and gentler slopes. The Cache-la Poudre River, the largest tributary of the South Platte, taking its rise in its most southerly branch, near the heights of Long's Peak, marks the point of division of the range into the two sections here described. The water shed of the Continent diverges here to the northwest forming first the southwestern boundary of the North Park, and thence continuing northwest, sinks into the depression known as Bridger's Pass, where it is 7,534 feet above the bed of the sea, and 3,892 feet lower than at Berthoud Pass in the snowy range west of Denver.

Up to the eastern base of this north and south mountain range, the broad and generally smooth plain of the Platte Valley opens favorable approaches, through its several tributaries, to any mountain crossing that may be selected. The point of crossing the mountain is, therefore, the first problem to be solved.

In the wide range of these surveys, continued now through three years, ten distinct points of crossing have been examined. They have been run with level and transit, in all cases affording reasonable hope of practicability; or, where less promising, they have been explored with care, availing, in such cases, of barometrical observations. The passes thus examined include, as I understand, all that have been suggested by mountaineers or others familiar with the country as possibly feasible. Enumerating from south to north, they may be briefly described as follows;

#### ROUTE NO. 1. OVER HOOSIER PASS AT HEAD OF THE SOUTH PLATTE.

Mr. F. M. Case, civil engineer, reports to the Vice President, Dec 15, 1864, that he made a survey of the governing sections of this route and submits profiles, first, of the mountain range at Hoosier Pass; secondly, of a line eighteen miles northwestward down Blue River, a tributary of the Colorado; and, thirdly, of a line run forty-eight miles southwestward from the pass, down the upper portion of the South Platte, through the South Park to the head of the Platte Canon. From the head of this canon, as he reports, the line would follow the river northwestward some forty miles through the mountains to the plains with, as estimated, an average descent of seventy feet per mile. Of this distance the engineer estimates that twenty miles would be close canon, both walls being washed by the stream, and the direction so circuitous as to require considerable tunnelling. His estimate of the height of this pass above the sea, from barometrical observations in the vicinity, is 11,500 feet. A tunnel two and a half miles through granite is required; grade line of tunnel upon the assumed level, 10,660 feet above the sea. The general alignment of this route is so unfavorable, considering Salt Lake as the point aimed at, as, in the judgment of the engineer, to render a more extended survey needless—145

miles of road being required between Denver and the mouth of the Blue River, only seventy-six miles west of the meridian of the former place.

#### ROUTE NO. 2, OVER TARRYALL PASS,

This route, it seems, did not so commend itself to the engineer as to require a survey. He estimates the pass to have about the same altitude as Hoosier Pass—11,500 feet above the sea. The approach to it from the plains on the east would be, first, through the canon of the South Platte for some twenty-five miles, and thence up Tarryall Creek, a branch of the Platte, to its source in the range a few miles northeast of Hoosier Pass. From the west the approach would be from the valley of the Blue River, above Breckinridge, through the Indiana Gulch. While the engineer does not assume to speak of this route advisedly he thinks the summit could not be reached from the east without exceeding the maximum grade of 116 feet per mile, and that the descent of the gulch on the west 150 to 200 feet per mile. Having made no definite survey he does not give the length of the tunnel.

#### ROUTE NO. 3, THROUGH THE NORTH FORK OF SOUTH PLATTE.

As in the case last described Mr. Case deemed a critical survey of this route unnecessary. He says in his report that it would enter the mountains at the mouth of the South Platte Canon, being thus coincident with the last two named lines for ten miles, and thence up the north fork of the Platte thirty-five miles, crossing the range still further north than the route last described, and connecting on the west with one of the head branches of Snake River, an affluent of Blue River. This pass was represented to the engineer, by a reliable explorer, as being a little below the line of Arborecena or "Timber line," and was assumed as about 11,500 feet above the sea. Upon this hypothesis, and with the aid of barometrical observations in the vicinity, the engineer estimates that on the eastern approach to the summit, some 2,300 feet elevation must be overcome in twelve or fifteen miles, and on the western approach 2,700 in twenty miles. How far this could be alleviated by a tunnel, and what would be the length of the tunnel is not stated. The entire route from the plains on the east to the valley of the Blue River on the west, is reported as running through a narrow mountain valley, in many places tortuous.

It will be noticed that the two routes last described, entering the mountain as they do, far to the south, through the canon of the South Platte, are, like route No. 1, forced out of the proper direction.

#### ROUTE NO. 4, OVER BERTHOUD PASS.

From the beginning of these investigations this route has attracted much interest, as well from the general belief of mountaineers, that it was the most favorable pass through the Snowy Range, as from its locality, being in the direct course from Denver to Salt Lake City, the two chief points on the route, both of which it seemed desirable to pass. In the summer of 1862, prior to the first meeting of the corporators of the Union Pacific Railroad for the purpose of organization, Mr. F. M. Case, at the instance, and, I believe, at the expense of the friends of the work in Colorado, made what he called an instrumental reconnaissance of the route. His report, addressed to Hon. John Evans, then Governor of Colorado Territory, was embodied in his subsequent official report of December 15, 1864. Subsequently, in 1866, by direction of this Board, a second and more careful survey of this route was made by Mr. P. T. Brown one of their engineers. In the general topographical facts, the two surveys agree. I passed over this line as far as the summit of the range accompanied by Colonel Seymour and Mr. Brown.

The line from the South Platte at Denver to the summit of Berthoud Pass is sixty miles in length. The survey was extended west into the Middle Park, seventy-eight miles from Denver, in the direction of Salt Lake. For general description it naturally divides as follows:

1 Denver to Golden City, fourteen and a half

miles. This is over a rolling and rapidly rising plain, falling into Clear Creek Valley, six miles east of the mountain, and meeting the foot of the range twelve miles from Denver. Ruling grade, 116 feet per mile, of which there is about three miles. Construction not very expensive.

2 Golden City to upper end of Clear Creek Canon 15 $\frac{3}{4}$  miles. Golden City is at the transition point from the sedimentary to the granite formation. Here the line enters Clear Creek Canon, which extends 15 $\frac{3}{4}$  miles, rising in this distance 1,544 feet. Through a portion of the Canon the valley rises faster than the maximum grade, but with careful location and heavy cost, Mr. Brown thinks the grade need not exceed 116 feet per mile at any point. Two-thirds of the distance will be curved, much of it sharp. The greater part of the distance may be called close canon, and a part narrow open canon, with abrupt slopes.

3 From head of canon to east end of Berthoud Tunnel, 28 $\frac{1}{2}$  miles, the line follows the narrow mountain valley of Clear Creek, through the midst of the gold mining developments, passing many quartz mills. Ruling grade, 116 feet per mile of which there will be about 13 miles. For seven or eight miles of the upper portion the fall of the valley greatly exceeds the maximum grade, reaching in places over 300 feet per mile. Using the maximum grade of 116 feet per mile from the tunnel eastward the line is necessarily thrown on the steep, rocky, and in places, precipitous mountain sides, at an elevation of 100 to 400 feet above the creek involving, of course, very heavy cost. In the whole distance from the base of the mountain to the tunnel, Clear Creek, as Mr. Brown supposes, would be bridged perhaps twenty times, with probably two or three miles of tunnelling through sharp points. To give greater length of line, for the purpose of reducing the grade to the maximum prescribed by law, the surveyed route, in ascending, turns up South Clear Creek for two and one-half miles, thence by a short tunnel through a ridge into Bard's Creek Valley, which it follows down, reaching the main valley at Empire City.

4 Berthoud Tunnel would be 3 1-10 miles long, and pierces the mountain 1,364 feet below the summit of the pass. The material to be excavated, the common granite of the mountain. Grade line of tunnel at highest point, 10,000 feet, and summit of pass, 11,426 feet above the sea.

5. West end of tunnel to end of survey, 16 $\frac{1}{2}$  miles. Descending westward, the slope of the mountain is followed, for some distance until the valley of Moses' Creek is reached, which is a tributary of the Colorado, and thence with this valley to the Middle Park. Ruling grade, 116 feet per mile for first 11 $\frac{1}{2}$  miles. I did not pass over this portion of the route.

#### ROUTE NO. 5, OVER BOULDER PASS.

While standing on the mountain peaks near Berthoud Pass, on the 18th of September, in the clear mountain atmosphere, I had a full view of the Boulder Pass, twelve miles further north. From its apparent height above the growth of timber, and from barometrical observations before reported, I was fully convinced of its impracticability; yet, in deference to the views of gentlemen having mining interests on the Boulder, I fully intended visiting that pass. But a fall of eight inches of snow on the 19th, on the eastern slope, which I learned was two feet deep at the western base of the range, defeated this purpose. A few weeks later Mr. Brown made a survey of the Boulder Route. The Chief Engineer reports the results as follows: First, that the pass is 11,700 feet above the sea; second, a tunnel of six miles required; third, the approach is through either South Boulder or Middle Boulder Creek, on either of which the ascent is too rapid for the maximum grade; and, fourth, that on either of these streams expensive canons are encountered.

#### ROUTE NO. 6 UP THE CACHE-LA-POUDRE AND DALE CREEK AND OVER ANTELOPE PASS.

During the last week in September I made a reconnaissance on horseback over this route, from the eastern base of the mountain, at Laporte, to



the western base in the Laramie Plains, at the common point of junction with the Lodge Pole and Crow Creek route, in company with the Chief Engineer, the Consulting Engineer, and Mr. James A. Evans, Division Engineer, whose three years' service in directing these experimental surveys has made him familiar with the topography of this range.

Antelope Pass is a depression in the ridge separating the waters flowing into the Laramie River on the west, and those of Dale Creek, a tributary of the South Platte. Dale Creek, taking its rise near Cheyenne Pass, runs in its upper section on the western slope of the range, cutting the main range of the Black Hills in its southeasterly course, and joins the Cache-la-Poudre River some three miles above the eastern base of the mountain. Through the Dale Creek Valley a favorable route is found from the Cache-la-Poudre, near Laporte, to Laramie Plains, in a northwestern direction, finding its summit not in the main Black Hill Range, but in the subordinate divide between Dale Creek and Laramie River. This ridge or divide is crossed at Antelope Pass, which has 195 feet less elevation than the main range at Evans' Pass, in the direction of Crow Creek and the Lodge Pole.

The opening thus cut through the mountain range by Dale Creek, and which has heretofore been used as the Overland Stage Route, the railroad survey now occupies. The main features of this line are these: Total length of mountain section, from eastern to western base,  $39\frac{1}{4}$  miles, of which 33 miles is in the ascent of the eastern slope, and  $6\frac{1}{2}$  miles on the western slope. The western slope, and also the first  $7\frac{1}{2}$  miles of the eastern ascent from the Plains, following up Pitchfork Creek, is chiefly in the secondary formation, and presents a comparatively favorable profile. On these two sections the line may be located, with a maximum grade of from 85 to 90 feet, without expensive work. The intermediate section of 25 miles, all in the Valley of Dale Creek, and in the granite formation, presents some expensive grading, especially near the crossing of Dale Creek, and also near the anon of Stonewall Creek, where the line of transition between the stratified and granite formations is crossed. Three bridges of some magnitude are required on this division, the chief of which is over Dale Creek, near four hundred feet long. The deepest part of the narrow chasm here to be bridged is 108 feet below grade line. As the line now runs the maximum grade occurs frequently, with occasional undulations by which ascent is lost. With the time and care needful on a final location, the ruling grade may be reduced below the limit allowed by law, and probably to 105 or 110 feet per mile, and the undulations chiefly, if not altogether avoided. The grade line at Antelope Pass, without a tunnel, and with a cut of moderate depth, is 8,045 feet above the sea.

The approach to this passage of the Black Hills is up the Valley of the South Platte to the mouth of the Cache-la-Poudre River, and thence up that valley to Pitchfork Creek, some eight miles below Laporte, which latter tributary is followed to the entrance of the Black Hills. The whole route east of the mountain is of the most favorable character, permitting a grade uniformly ascending with the rise of the valley.

#### ROUTE NO. 7 FOLLOWING THE DIVIDE BETWEEN CROW CREEK AND LONE TREE CREEK TO EVANS' PASS.

Returning eastward from Fort John Buford, (now Fort Sanders,) on the Laramie River, to which point our party had extended their reconnaissance, in part to obtain a military escort, which General Dodge deemed a prudent precaution against Indian depredations on the Lodge Pole, we crossed the Black Hills by the new Lone Tree and Crow Creek divide route, which we followed to a point near the traveled road from Denver to Fort Laramie, and thence to Laporte, along or near the eastern base of the range.

As the route last described finds an easy ascent of the mountain, through the valley of Dale Creek,

so this route, by following the smooth and gently ascending ridge dividing the drainage into Crow Creek on the north, and Lone Tree Creek on the south, which ridge extends far out into the plains, occupies a favorable locality for crossing the Black Hills, more exempt from obstructions by snow drift than ordinary line. This ridge can be approached from the valley of Crow Creek through a small east and west tributary rising at the rate of from thirty to sixty feet per mile. Reaching the divide seven miles east of what appears to be the general course of the base of the range, the line pursues it for twenty miles to the summit of the Black Hills at Evans' Pass. For the first seven miles this divide presents a smooth profile. Entering a little west of this the granite formation, the next five miles present a rough profile, on which the work will be heavy and the material in great part rock. The next eight miles to the Pass are generally on the summit, or on the adjoining slopes of the divide, with a favorable profile and alignment, and comparatively light work. Where excavation is required to any considerable depth on any part of the mountain, it will be rock. The experimental line up this eastern slope of the mountain is laid with a ruling gradient of 106 feet per mile. But the Chief Engineer is confident that this can be reduced, on the final location, to the maximum of 90 feet per mile, which is less than the grade of the Pennsylvania Central road, in the ascent from Altoona to the tunnel, with curvature very much easier than is there introduced.

The summit of the mountain presents here a broad and gently rounded surface, admitting of no reduction by any judicious tunneling. With an open cut of moderate depth through rock, the grade line is 8,242 feet above the sea.

Descending westward the prospect is less favorable. Dale Creek, heading a few miles north, near Cheyenne Pass, has worn a valley in the western slope, which can be crossed only by an embankment and bridge of considerable height. And, after reaching the secondary summit between this creek and the Laramie Plains, the descent thence to the common point of junction with the line over Antelope Pass at western base of mountain, is here more abrupt than on that route. A careful re-survey of this western slope,  $10\frac{1}{4}$  miles distance, is proposed by the Chief Engineer, under the belief that he can, within reasonable limits of cost, establish a ruling grade not exceeding ninety feet per mile, as on the eastern slope, and at the same time, avoid any depression of grade in the intermediate valley below the summit west of Dale Creek. So important is it that in these mountain ascents, elevation once attained, be not lost by injudicious undulations, that I have not failed, as a member of the Committee on Location, to urge this view.

To reach this crossing of the Black Hills, the line would leave the South Platte at Julesburg, following up the valley of Lodge Pole Creek, 106 miles, and thence bearing a little southward, through a southwestern tributary, cross the divide to Crow Creek Valley.

#### ROUTE NO. 8, VIA LODGE POLE, CAMP WALBACH AND CROW CREEK.

This route, like the Cheyenne Pass line, finds its approach to the Black Hills through the Lodge Pole Valley to Camp Walbach, at the base of the range, and its route thence up the mountain slope is coincident with the Cheyenne Pass line to the crossing of Lodge Pole Creek. Thence diverging to the south, it pursues generally the divide between the drainage to Lodge Pole on the north, and Crow Creek on the south. It crosses the summit of the range at Evans' Pass, there intersecting Route No. 7, and having, of course, the same gradient, to wit, 8,242 feet above the sea. But before reaching this pass, in traversing the uneven surface on the mountain tributaries of Crow Creek, this line encounters a higher country, over which the gradient reaches the height of 8,400 feet above the sea. The descent of the western slope is coincident with Route No. 7.

Previous to the surveys of 1866 this was considered the shortest practicable route over the Black

Hills, and it is the route compared with the Cache-la-Poudre line in the report which I had the honor to make to the Department, dated 28th February last. But the investigations of the last season, under the direction of General Dodge, Chief Engineer, whose knowledge of this region, acquired during his command of this Military Department, has been of great service to the company, have resulted in the discovery of Route No. 7, which by leaving the Lodge Pole far out in the plains, finds a more direct alignment, and in all respects a better line.

#### ROUTE NO. 9, VIA LODGE POLE CREEK AND CHEYENNE PASS.

The Cheyenne Pass over the Black Hills, in connection with the Lodge Pole Valley as its eastern approach, has long been a thoroughfare for travel, and was thus from the beginning brought prominently to the notice of those seeking a route for the Pacific Railroad. In the fall of 1863 a line of levels was run over this pass by Mr. B. B. Brayton, Engineer. Again, in the summer of 1864, a more careful survey was made by Mr. James A. Evans. The general results of Mr. Evans' survey are: First, that the summit of the pass is 8,656 feet above the sea; second, that a tunnel, 1,500 feet long, through granite, on a grade line 8,540 feet above the sea, would be required; third, that this tunnel could be reached from the east by way of Camp Walbach, with a maximum grade probably not exceeding 116 feet per mile; and, fourth, that on the western slope of the mountain the ruling grade could not be reduced below 132 feet per mile, unless by the objectionable expedient of increasing the length of the line by switching back.

#### ROUTE NO. 10—THROUGH LARAMIE CANON.

Knowing that this stream had cut its channel deep through the Black Hill Range, thus presenting by its immediate valley a more uniform ascent, and a total rise and fall between the Platte Valley and the Laramie Plains, materially less than by other routes crossing over the range, and further, that this route would occupy a good general direction, the character of its great canon has been an object of interest from the first. In 1864 Mr. Evans commenced the examination, but accomplished it only on the lower portion. In 1865 Mr. Case explored without instruments the upper portion. But until Mr. Evans, in his second attempt, in 1866, succeeded in running a line entirely through this canon, it is not probable that any human being, savage or civilized, ever passed through the whole length of this deep and rugged gorge. Its direct length is 14 miles; its length by the survey, 25 miles; its course in many places very tortuous, and its vertical walls of rock from 500 to 1,500 feet in height. The fall of the stream in places is from 150 to 200 feet per mile, and its current, of course, extremely rapid. The Chief Engineer reports it as wholly impracticable for railway purposes.

The route up the North Platte and through the South Pass has been followed by the travel from the earliest beginning of emigration across the Continent. The North Platte, like the Laramie, but with a still larger flood, has worn its channel through the range, presenting unquestionably, if it could be followed, an easier and more uniform grade from the plains to the divide of the Continent at the South Pass than any other route. Its greater length, however, caused by its northern circuit, its wider divergence from the important mining resources of Colorado, in which the nation has an interest, with the apprehension of deeper snows in the region drained by the Sweet Water, precipitated there through the directing influence of the Wind River mountain range, seem to have outweighed, in the judgment of the company and their engineers, any supposed advantage in grades. The survey of this route, though commenced in 1865, near Fort Bridger, and extended eastward through the South Pass and a short distance down the Sweet Water, by Mr. S. B. Reed, one of the company's engineers, was not continued through the Black Hills. The engineers, from their reconnaissance and information from others, report

narrow defiles and canons where the North Fork cuts the mountain range, so formidable as probably to force the line out of the valley and over mountain spurs. But the length of this difficult construction, as also the exact comparative length of the North Platte route, is unknown. The water shed at the South Pass is 7,470 feet above the sea. It is sixty-four feet lower than the same dividing ridge of the Continent at Bridger's Pass, one hundred miles to the southeast, and 4,000 feet lower than the Berthoud Pass, west of Denver.

#### COMPARISON OF ROUTES.

Grouping the ten routes thus briefly described into two classes, five of them cross the Snowy range, and five the Black Hill range.

Of those in the Snowy range, examinations indicate the Berthoud Pass, designated No. 4, as having most of the elements of a feasible line.

Contrasting the Berthoud Pass line with either of the two available lines over the Black Hills, the Lone Tree and Crow Creek line, over Evans Pass, designated as Route No. 7, or the Cache-la-Poudre line No. 6, the comparison is greatly against the Berthoud, as follows:

8. At Berthoud Pass the gradient is 10,100 feet above the sea; at Evans Pass, 8,242 feet.\* Difference in the elevation to be overcome with the commerce of the country, 1,858 feet.

2. Tunnel at Berthoud Pass, three and one-tenth miles long. As the summit of the pass is 1,300 feet above the level of the tunnel, the material excavated would be chiefly passed out at the ends. Under these circumstances not less than three or four years, certainly, would be required for its construction, within which time, it is confidently believed, the track layers from Omaha, by a more favorable route, may meet those from Sacramento on the plains of the Humboldt River. No estimate has been made of its cost. Unquestionably the outlay of capital would be greater than is warranted at a single point, be it from national or individual means, when the same capital and labor would stretch out the road so far toward the Pacific, over the cheaper routes that offer. At either of the two Black Hill Passes no tunnelling is required.

3. Besides Berthoud Tunnel, there would be fifteen miles in the Clear Creek Canon, and ten miles in the upper section of Clear Creek, which would cost, perhaps, beyond all precedent in this country. Contrasting the aggregate of the tunnel and this twenty-five miles with same length of mountain work, on the Lone Tree and Crow Creek divide route over the Black Hills, and the difference would grade 100, perhaps 150 miles of average line between the Black Hills and Salt Lake.

This comparison, thus stated, in very general terms, is confined to the first mountain range, as if beyond that the extension of the two routes to Salt Lake were alike feasible. Such, however, seems not to be the case.

In June, 1865, Mr. Reed, under instructions from T. C. Durant, Esq., Vice President, and with a view to a line across the intermediate Green River Basin, made an extended reconnaissance of the country east of Utah Lake, to find, if possible a practicable route over the Wahsatch Mountains to Green River *via* Spanish Fork and the Uintah River. His report, dated April, 1866, represents that there is no route practicable for a railway from Utah Lake eastward to Green River, through the Uintah Valley. We have seen that the eastern rim of the Green River basin cannot be crossed

without an expense and delay quite too great. And if the Snowy Range could be crossed, the Chief Engineer expresses the belief that two subordinate north and south ranges would interpose further west.

The basin of the Green River, and especially its main valley, the White River, running from east to west, near the 40th parallel, has been represented as much more favorable to agriculture, with better supply of timber, than the country along the Bridger Pass route. Having less altitude by some two thousand feet, and lying two degrees further south, this claim is no doubt just, and it is to be regretted that access for the railroad seems forbidden by the great height of the mountains forming its eastern and western boundaries.

But were this route practicable, yet in the aspect of gradients, it would be less favorable than the Bridger Pass route, the mountain ranges being higher, and the intermediate valley lower. Green River, where this line would cross it, must be near 2,000 feet lower than on the Bridger Pass route, while the Snowy Range is, over the Berthoud Pass, 2,000 feet higher than the Black Hills, making a total difference of some 4,000 feet in the ascent to be overcome between Green River and the summit of this most easterly mountain range.

In whatever aspect this important question may be viewed, whether in the detail of actual surveys and levelling, or in a general grasp of the leading features of this part of the Continent, there can be no question that the Union Pacific Railroad Company, in deciding to locate over the Black Hills and through Bridger's Pass, have but conformed to the topographical shaping of the region to be traversed by the road.

Though the topography of this mountain region forbids the passage of this national thoroughfare directly through the mining region of Colorado, yet the transverse valleys favor a connection by branch. The interests of the company of Colorado and of the Nation, seems alike to demand such connection. Adopting the Cache-la-Poudre route, the proposed branch, as already surveyed, along the South Platte to Denver, would be fifty-three miles long; or by the Lodge Pole, the branch would be lengthened to 112 miles, but the main line shortened thirty-seven miles. The paramount claims of through commerce seemed to the Board to give preponderance, in the aspect of commercial considerations, to the short main line.

#### Journal of Railroad Law.

##### LIABILITY OF RAILROAD COMPANY FOR BAGGAGE OF PASSENGER BURNED IN DEPOT.

The case of *Roth vs. The Buffalo and State Line Railroad* lately decided by the Court of Appeals is important as deciding that common carriers of passengers, with their ordinary baggage, for hire, are liable for losses occurring from any accident to the baggage while it is in their keeping as carriers, except those arising from the act of God or public enemies.

This strict accountability as carriers terminates within a reasonable time after the arrival of the baggage at the place of destination where the carrier is ready to deliver the same to the passenger according to the terms of the contract.

Where the passenger did not call for his trunk, but left it in the hands of the company overnight, without any arrangement with them, and the same was destroyed by the burning of the depot before morning, held, that the company were not liable.

SMITH, J.—All extraneous circumstances stated by the witnesses being rejected, the case proved is briefly this: Dunn, the plaintiff's assignor, took passage, with his trunk, at Dunkirk, for Buffalo, on the defendants' cars. Immediately on the arrival of the cars at the place of destination, he went from the depot without looking for his trunk, or saying anything about it to the defend-

ants' agents, and left it in their hands, as he himself testified, solely for his own accommodation. The agents of the company immediately proceeded to unload the baggage on the train, and without any unnecessary delay were ready to deliver it, and did deliver all that was called for at the platform by persons having checks. They carefully stored what remained, and during the night the depot and portions of the baggage were consumed by fire, without fault on the part of the defendants, and doubtless Dunn's trunk was among the baggage thus destroyed.

The irregularity of the trains and the consequent accumulation of baggage at the Buffalo station, the lateness of the hour and the state of the weather, the fact that Dunn's wife was under his charge, and that he saw no carriage at the door from which he made his exit, are circumstances of no moment. Since it is not shown that they rendered it unsafe or improper for him to receive his trunk on its arrival, and besides it distinctly appears that they did not influence his conduct. According to his own statements he left his trunk at the depot over night because "it was on his route the next morning."

What his route the next morning was, does not appear, and it is not important, for the fact is undisputed that he had reached the termination of his route on the road of the defendants, and their contract to transport him and his baggage was fully performed.

It is well settled in this State, that common carriers of passengers, with their ordinary baggage, for hire, are liable for losses occurring from any accident to the baggage while it is in their keeping as carriers, except those arising from the act of God or a public enemy. (*Hollister vs. Nowlen*, 19 Wend., 234; *Cole vs. Goodwin*, id., 251; *Powell vs. Myers*, 26 id., 591. This liability, once commenced, does not necessarily terminate with the transit, but *prima facie* continues until safe delivery of the baggage to its owner. (*Id.*) The case of *Powell vs. Myers* above cited, decided by the court for the correction of Errors, shows the extent to which these salutary rules have been enforced. There a passenger on a steamboat on the Hudson river, from West Point to New York, left the boat on its arrival at New York, at about ten o'clock; the owner leaving his trunk on board with the consent of the captain, and upon his assurance that it would be safe during the night. The next morning about eight o'clock the owner inquired for his trunk, and learned that it had been delivered to a negro on a forged order, the master of the boat pointing it out to him. The carrier was held liable.

But in that case Senator Verplanck remarked: "There may unquestionably be cases where, at some time after the arrival at the place of destination, the strict responsibility of the carrier, as such, for goods or baggage remaining in his possession undelivered, without fault or neglect of his own, should cease and he would then continue to hold them, not as a carrier, insuring against all except public and inevitable perils, but a mere bailee in deposit, gratuitously or otherwise, according to circumstances. Such a termination of the carrier's responsibility and change of character of the deposit would be regulated by usage, the course of business, sometimes by legal principles applied to the special facts, the acts of par-

\* A better comparative view of these mountain altitudes will be obtained by stating here the height of other well known points on the Continent above the sea, as follows: Lake Michigan, 578 feet; the Mississippi, at St. Louis, (high water), 452 feet; the Missouri, at Omaha, 968 feet; South Platte at Denver, 5,300 feet; general level of the Plains at eastern base of Rocky Mountains, about 5,000 feet; Salt Lake City, 4,286 feet. The grade line of Central Pacific Railroad on the summit of Sierra Nevada range, in California, is 7,042 feet, and that of the Pennsylvania Railroad on the summit of the Allegheny Mountains, 2,160 feet, above the sea level.



ties and the common understanding of the transaction." The same learned jurist also suggested that the general rule governing such cases has not yet been distinctly and comprehensively laid down, either in the decisions or the text books, although the principle is to be found there.

The present case lacks the circumstances which controlled the decision in *Powell vs. Myers*, to wit, the consent of the carrier that the trunk should remain in his possession, and his delivery of it on a forged order.

We are, therefore to see whether there is any usage or legal rule applicable to the particular circumstance of this case, which terminated the strict responsibility of the defendants as carriers, according to the principle suggested in *Powell vs. Myers*.

The usage relied upon by the defendants in respect to the delivery of baggage on the arrival of the cars was testified to by two persons only, and they were employees of the company. They did not state how long the usage had existed, or to what extent it was recognized by passengers; nor was any testimony given tending to show knowledge of it on the part of Dunn. It is true one of the witnesses stated that the usage was "uniform," and the other that it was "universal," but the fact that large amounts of baggage were lying in defendant's depot on the night in question, unclaimed by their owners, proved conclusively that the usage was neither universal nor uniform on the part of passengers. I think therefore, it cannot be held that the responsibility of the carrier was at an end on the ground of usage or of a known course of business, as was the case in *Garside vs. The Proprietor of the Trent and Mersey Navigation Co.* (4 Term, 581).

There are however, certain legal principles applicable to the special facts of the case, which, it seems to me, obviously determine it in favor of the defendants.

It must be conceded that in a case like the one before us, the owner ought not to be permitted to prolong the strict and vigorous liability of the carrier by refusing or neglecting to receive his baggage for an unreasonable length of time after the transit is ended. The obligations of both parties are to some extent reciprocal. The carrier is bound to deliver safely to each passenger his baggage at the place of its destination, in a reasonable time and manner; and when it is thus delivered or offered to be delivered, the passenger is bound to receive it and remove it in a reasonable time. If he refuses or neglect to do so, and the carrier thereafter retains it unclaimed by the owner, his liability is changed from that of an insurer to the responsibility of an ordinary bailee, liable only for losses occasioned by his own fault.

It is claimed, however, by the plaintiff, that the question of reasonable time is one of fact, and that the judgment of the justice is conclusive upon it. Ordinarily, it is a mixed question of fact and law. When the testimony is conflicting and the facts are unsettled, the jury are to decide, under the instructions of the court, as to the law. When there is no dispute as to the facts, the question is purely one of law, and the court should decide it. (11 Johns., 187; 3 Const., 272; 3 Seld., 266; 27 Barb., 221; Duer., 259; 1 Wend., 457. In this case, as has been already said, it was proved without contradiction that the carrier transported the

passenger and his trunk to the place of destination, and was ready to deliver it on its arrival, but the passenger, who accompanied it and therefore had notice of its arrival, neglected to receive it, and left it in the carrier's possession—because he preferred to leave it at the depot over night rather than carry it to his lodgings. His conduct was unreasonable, and the justice should have so held as matter of law upon the undisputed facts. By his neglect to remove the trunk, the subsequent liability of the defendants became that of ordinary bailee, and they are not responsible for its loss, occasioned by an accidental fire, which did not occur from any negligence or fault on their part.

The rules alone stated in respect to the obligations of passengers are laid down strictly in view of the special facts of the case. They are not intended to apply to the case of merchandise transported as freight unaccompanied by its owner, nor to the case of the baggage of a passenger, who with the knowledge and consent of the agents of the railroad company, stops at an intermediate station on the route, over which he has contracted to be carried, intending to pursue his journey on a subsequent train, and leaving his baggage in the keeping of the carrier in the meantime.

The judgment of the Superior Court should be affirmed.

Judgment affirmed.

#### Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Feb. 23rd, 1867, were.....\$116,782 00  
Corresponding week of previous year. 111,715 00

Increase..... \$5,067 00

The earnings of the Detroit and Milwaukee Railroad for the week ending March 7th, 1867, were.....\$27,547 00  
Corresponding week of 1866..... 23,803 00

Increase..... \$3,744 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in March, 1867, were..... \$64,718 00  
Corresponding week of previous year.. 65,681 00

Decrease..... \$963 00

The earnings of the Western Union Railroad for the first week in March, 1867. . . \$8,583 00  
Corresponding week previous year.... 7,970 00

Increase..... \$613 00

The earnings of the Chicago and Northwestern Railroad for 1st week in Mar., 1867..\$159,873 30  
Corresponding week previous year .. 138,965 78

Increase..... \$20,907 52

The earnings of the Michigan Central Railroad for the 1st week in Mar., 1867, were.. \$93,193 77  
Corresponding week of previous year.. 75,924 16

Increase..... \$17,269 61

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Mar. 1867, were..... \$85,884 00  
Corresponding week of 1866 ..... 90,881 00

Decrease..... \$4,997 00

The Tennessee Legislature has authorized the City of Nashville to subscribe \$500,000 to the capital stock of the Henderson and Nashville Railroad.

A despatch from Topeka, Kansas, says that the iron has been purchased for the first twenty-four miles of the Lawrence and Galveston Railroad, south of Lawrence. New York capitalists promise to push the work vigorously.

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Plans and specifications will be ready for inspection after the 15th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

ALBERT PINK,  
Chief Engineer.

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THE COLLIERY PROPRIETORS OF SOUTH LANCASHIRE AND CHESHIRE, being anxious to encourage the development of Coal Cutting by Machinery, have determined to offer THREE PRIZES, namely, £500, £200, and £100, for the 1st, 2nd, 3rd Best Machine respectively, which, in the opinion of the Committee appointed for that purpose, shall be most suitable to the requirements of the trade, and the inventor of which shall comply with the regulations laid down by the Committee.

A copy of the regulations, and further particulars, will be furnished on application to the undersigned.

All Competitors must furnish the Machines intended for Trial, in Lancashire, not later than the 1st November, 1867.

MASKELL WM. PEACE,  
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11th February, 1867.

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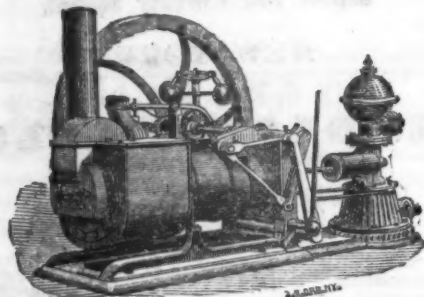
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F. R. BABY, Agent.



## ENGINEERS AND CONDUCTORS' WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

**ROBBINS & APPLETON,**

182 Broadway, New York.

**ROBBINS, APPLETON & CO.,**

158 Washington Street, Boston.

## PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,  
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,

General Superintendent.

AMERICAN WATCH COMPANY, Waltham.

## NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST DIVISION,  
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,

Brotherhood of Locomotive Engineers.

AMERICAN WATCH CO., Waltham, Mass.